MASON'S
OK SAUCE
THE COLD MEAT SPECIALITY

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE BRIGHT FRESH EYES OF YOUTH
CAN BE YOURS AGAIN
BY THE USE OF
CROOKES' GLASSES.
N. LAZARUS
OPHTHALMIC OPTICIAN,
[illegible] HONGKONG.

No. 19,395. 第一萬九千三百九十五號 日國十月六年申庚 HONGKONG, THURSDAY, JULY 29TH, 1920. 四拜禮 號九廿月七年九國民華中 PRICE, $3 PER MONTH.

INTIMATIONS.

JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER

BREWED AND BOTTLED AT
BURTON—ON—TRENT.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO., LTD.,
15, QUEEN'S ROAD CENTRAL.
Tel. No. 75. [12

CARTRIDGES! CARTRIDGES!!
CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES, 12 10 and 20 bore. Loaded with E. C. Powder, a pewder which gives universal satisfaction.
THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade. 62

A LING & CO.
19, QUEEN'S ROAD CENTRAL, Hongkong.
FURNITURE AND PHOTO GOODS STORE.
GLASS ETCHING, SIGN-BOARD AND MIRROR MAKER.
CANTON MANTLE IN VARIOUS SHADES.
Photographic Goods of Every Description in Stock.
DEVELOPING PRINTING AND ENLARGING UNDERTAKEN.
TELEPHONE 1219. 63

FRENCH LESSONS
G. MOUSSION,
15, MORRISON HILL ROAD.

PEAK TRAMWAY COMPANY LIMITED.
TIME-TABLE
WEEK DAYS
7.00 a.m. to 8.00 a.m.....Every 15 minutes
8.00 „ to 9.30 „ ... „ 10 „
9.30 „ to 10.00 „ ... „ 15 „
10.30 „ to 12.30 p.m.... „ 30 „
12.30 p.m. to 2.30 „ ... „ 10 „
2.30 „ to 4.30 „ ... „ 30 „
4.30 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.00 „ ... „ 10 „
NIGHT CARS.
8.50 p.m., 9.20 p.m.
10.00 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.
SATURDAYS.
Extra Car—12.00 Midnight.
SUNDAYS.
7.30 a.m.
8.00 „ to 10.00 a.m.....Every 15 minutes
10.30 „ to 11.00 a.m.... „ 10 „
11.30 „ to 12.30 p.m.... „ 15 „
12.30 p.m. to 1.30 „ ... „ 10 „
1.30 „ to 5.30 „ ... „ 15 „
5.30 „ to 6.00 „ ... „ 10 „
6.00 „ to 6.30 „ ... „ 15 „
6.30 „ to 8.00 „ ... „ 10 „
NIGHT CARS
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank-Notes or by Cheque or Comprador's Order representing Bank Notes. 57

KOWLOON-CANTON RAILWAY.
TIME TABLE.
On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)
DOWN TRAINS

| Stations | No. 5 A Local. a.m. | No. 6 Through Express. a.m. | No. 7. Local. a.m. | No. 9 Through Slow. a.m. | No. 11 Local. a.m. | No. 13 Through Express. p.m. | No. 17 Local. p.m. | No. 23 Local. p.m. | No. 21 Local. p.m. | No. 25 Local. p.m. |
|---|---|---|---|---|---|---|---|---|---|---|
| CANTON (Tai Sha Tau) dep. | | 7.30 | | 9.26 | | 3.30 | | | | |
| SUEK LUNG arr. | | 8.30 | | 11.07 | | 4.45 | | | | |
| dep. | | 8.45 | | 11.17 | | 4.50 | | | | |
| Shum Chun arr. | | 10.25 | | 2.00 | | 6.40 | | | | |
| dep. | 7.57 | 10.30 | 8.10 | 4.30 | 11.45 | 6.55 | 1.00 | 5.05 | 6.15 | 9.04 |
| Sheungshui dep. | 7.53 | — | 8.16 | 4.37 | 11.51 | — | 1.06 | 5.10 | 6.17 | 9.10 |
| Fanling dep. | 7.37 | — | 8.21 | 4.42 | 11.55 | — | 1.10 | 5.14 | 6.21 | 9.13 |
| Taipo Market dep. | 7.46 | — | 8.32 | 4.54 | 12.06 | — | 1.21 | 5.24 | 6.31 | — |
| Taipo dep. | 7.52 | — | 8.37 | 5.00 | 12.12 | — | 1.27 | 5.30 | 6.36 | 9.29 |
| Shatin dep. | 8.04 | — | 8.50 | 5.14 | 12.23 | — | 1.40 | 5.43 | 6.48 | — |
| Yaumati dep. | 8.17 | — | 9.04 | 5.30 | 12.33 | — | 1.56 | 5.53 | 7.00 | — |
| Hunghom dep. | 8.22 | — | 9.10 | 5.36 | 12.41 | — | 2.02 | 5.59 | 7.06 | — |
| KOWLOON arr. | 8.28 | 11.10 | 9.13 | 5.39 | 12.44 | 7.25 | 4.02 | 6.02 | 7.09 | 9.53 |

Wednesdays and Saturdays only, until Sept. 15th.

UP TRAINS

| Stations | No. 4 Local. a.m. | No. 6 Through Express. a.m. | No. 8 Through Slow. a.m. | No. 10 Local. a.m. | No. 14 Local | No. 16 Local p.m. | No. 20 Local. p.m. | *No. 18 Through Express. p.m. | No. 22 Local p.m. | No. 24 Local p.m. |
|---|---|---|---|---|---|---|---|---|---|---|
| Last Ferry leaves H.K. | 6.25 | 7.55 | 9.05 | 10.15 | 11.45 a.m. | 1.05 | 2.05 | 3.55 | 4.35 | 6.05 |
| KOWLOON dep. | 6.55 | 8.10 | 9.20 | 10.35 | 12.15 p.m. | 1.15 | 2.20 | 4.00 | 4.55 | 6.25 |
| Hunghom dep. | 6.50 | — | 9.25 | 10.37 | 12.06 | 1.23 | 2.24 | — | 4.58 | 6.29 |
| Yaumati dep. | 6.57 | — | 9.32 | 10.43 | 12.09 | 1.28 | 2.30 | — | 5.03 | 6.35 |
| Shatin dep. | 7.09 | — | 9.46 | 10.56 | 12.23 | 1.40 | 2.43 | — | 5.14 | 6.47 |
| Taipo dep. | 7.21 | — | 10.00 | 11.09 | 12.38 | 1.53 | 2.55 | — | 5.27 | 7.01 |
| Taipo Market dep. | 7.26 | — | 10.07 | 11.15 | 12.36 | 1.57 | 2.59 | — | 5.31 | 7.05 |
| Fanling dep. | 7.37 | — | 10.19 | 11.28 | 12.47 | 2.07 | 3.10 | — | 5.41 | 7.15 |
| Sheungshui dep. | 7.41 | — | 10.22 | 11.32 | 12.50 | 2.11 | 3.15 | — | 5.45 | 7.19 |
| Shum Chun arr. | 7.46 | 8.50 | 10.28 | 11.38 | 12.55 | 2.16 | 3.20 | 4.40 | 5.50 | 7.24 |
| dep. | — | 8.55 | 10.50 | — | — | — | — | 4.55 | — | — |
| SHEKLUNG arr. | — | 10.25 | 1.52 | — | — | — | — | 6.25 | — | — |
| dep. | — | 10.40 | 2.15 | — | — | — | — | 6.35 | — | — |
| CANTON (Tai Sha Tau) arr. | — | 11.50 | 3.10 | — | — | — | — | 7.45 | — | — |

Wednesdays and Saturdays only, until Sept. 15th.

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

| | a.m. | a.m. | p.m. | p.m. | | a.m. | a.m. | p.m. | p.m. |
|---|---|---|---|---|---|---|---|---|---|
| Fanling dep. | 8.50 | 12.00 | 2.20 | 6.00 | Shatankok dep. | 7.05 | 10.20 | 1.05 | 5.00 |
| Shatankok arr. | 9.45 | 12.55 | 3.15 | 6.55 | Fanling arr. | 8.00 | 11.15 | 2.00 | 5.55 |

H. P. WINSLOW, Manager. 43

MITSUBISHI ZOSEN KAISHA, LTD.
(EX MITSUBISHI DOCKYARD & ENGINE WORKS).
A1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Contraflo Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c. &c.
NAGASAKI WORKS.
TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

| | Dock No. 1 | Dock No. 2 | Dock No. 3 |
|---|---|---|---|
| Length on Keel Blocks | 510 feet | 350 feet | 714 feet |
| Width of Entrance on bottom | 77 „ | 53 „ | 83 „ |
| Water on Blocks at Spring Tide | 28 „ | 24 „ | 34 „ |

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.
KOBE WORKS.
TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
FLOATING DOCKS

| | No. 1 | No. 2 | No. 3 |
|---|---|---|---|
| Lifting Power | 7,700 tons | 12,000 tons | 18,000 tons |
| Max. Length of Ship taken | 460 feet | 580 feet | 470 feet |
| Max. Breadth of Ship taken | 56 „ | 66 „ | 96 „ |
| Max. Draft of Ship taken | 23 „ | 28 | 30 „ |

Floating Crane of 40 tons weight, besides 100 Tripod Cranes
HIKOSHIMA WORKS (Near Shimonoseki).
TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel... 363 feet 0 inch.
Breadth at Entrance on bottom 56 „ 0 „
Depth of Water on Blocks at Spring Tide 25 „ 0 „
Floating Crane capable of lifting 30 tons weight.
THE NAGASAKI, KOBE & HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application. 68

KAIPING
COAL. - -
COKE. - -
FIREBRICKS.
KAILAN MINING ADMINISTRATION
HEAD OFFICE.—TIENTSIN.
AGENTS - - DODWELL & CO., LTD., HONGKONG. [21

HONGKONG, CANTON & MACAO STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.
SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
To Macao—Daily at at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.30 a.m. and 2 p.m. (Sundays at 8 p.m.)
Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK AND SON, Booking Agents, Hongkong.
47

TRANSACTIONS IN FOREIGN EXCHANGES. A Handbook for the use of Bankers, Merchants and Students. By Henry Dent, M.A. Ph. D. ... ... $7.50
EASTERN EXCHANGE CURRENCY AND FINANCE. By Williams F. Spalding... ... ... ... ... ... ... $6.25
FOREIGN EXCHANGE IN ACCOUNTS. Dealing with the treatment in accounts of the foreign exchange in general, and showing how the foreign accounts are amalgamated with the home accounts, organisation, banking and other arrangements, system of returns, and other practical information. By George Johnson F.C.I.S. ... ... $3.00
THE STUDENT'S ADVANCED COMMERCIAL BOOKKEEPING. Accounting and Banking. Comprising the principles and practice of double entry as applied to modern business and including a course of training for all Public and Professional Examinations. By Arthur Fieldhouse ... ... ... $2.75
THE STUDENT'S ELEMENTARY COMMERCIAL BOOKKEEPING. Accounting and Banking. Comprising the principles and practice of double entry as applied to modern business and including a course of training for Junior Examinations. By Arthur Fieldhouse ... ... ... $1.50
THE STUDENT'S BUSINESS METHODS AND COMMERCIAL CORRESPONDENCE. Being a guide to the procedure of the modern office as well as a course of training for the Public Examinations. By Arthur Fieldhouse ... ... ... ... $1.50
SHIPPING OFFICE ORGANISATION, MANAGEMENT AND ACCOUNTS. A comprehensive guide to the innumerable details connected with the shipping trade with numerous forms and facsimiles of shipping documents. By Alfred Calvert ... ... ... ... ... $3.00
THE PRINCIPLES AND PRACTICE OF COMMERCIAL CORRESPONDENCE. By J. Stephenson. This work has been written with the object of providing some assistance in the cultivation of the power to use the English language in a simple accurate and graceful manner ... $3.75
NOTES ON STOWAGE OF SHIPS. A handy book upon the stowage of cargoes with weights and measurements. By C. H. Hillcoat ... ... ... ... $6.00
THE NAVAL ARCHITECTS AND SHIPBUILDERS POCKET BOOK OF FORMULAE, Rules and Tables and Marine Engineers and Surveyors' Handy Book of Reference. By Clement Mackrow and Lloyd Woollard ... ... ... ... $8.00
KELLY & WALSH, LTD., CHATER ROAD HONGKONG.

SOUTH MANCHURIA RAILWAY.
OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN (KOREA) EAST OF MUKDEN.
SUMMER HOLIDAY RESORTS
in South Manchuria and Chosen.
HOSHIGAURA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.
OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, most with attached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts, Miles of charming Walks and Drives. Abundant Picnicing Facilities. Orchestra twice a week. Best place for high-class families.
PORT ARTHUR.—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.
KONGOSAN.—The famous Diamond Mountain of Korea. A special Summer Resort rivalling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseiri and Choanji Hotel (11 rooms) at Choenri.
All under the direct management of the SOUTH MANCHURIA RAILWAY CO. Illustrated Booklets and all Information post free on request.
Applications may be sent to the Hotel Managers at the various resorts or to THE SUPERINTENDENT OF HOTELS, Traffic Department, SOUTH MANCHURIA RAILWAY, Dairen.
Cable Add.: Manteteu.
Codes: A.B.C. 5th Ed., A1, & Liebers. 58

PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Roads
Tel. No. 2. Tel. Address: Palace.
TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special Arrangement for Families on Application to—
J. H. OXBERRY
77] Proprietor.

香港總商會報
HONGKONG CHINESE COMMERCIAL NEWS.
Incorporated with the
CHUNG NGOI SUN PO
(Chinese Daily Press)
Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE
Terms for Advertising (Translation fee can be obtained at the Office, 10a, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.
Documents translated from or into Classical Colloquial Chinese.

HOTELS
THE HONGKONG HOTEL CO., LTD
OPERATING:—
THE HONGKONG HOTEL
HOTEL MANSIONS.
THE REPULSE BAY HOTEL
J. H. TAGGART, Manager. 13

KING EDWARD HOTEL.
CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone No. 373,
Tel. Address: "VICTORIA."
J. WITCHELL, Manager, 17

THE PEAK HOTEL.
1,500 feet above sea level.
15 minutes from landing stage
Under the Management of
MRS. BLAIR. 49

THE VICTORIA HOTEL, CANTON.
Situated on the British Concession, Shameen
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention give to Tourists.
Reasonable Rates.
Under the personal Management of
WM. FARMER.....Proprietor. 59

MITSUBISHI SHOJI KAISHA, LTD.
(MITSUBISHI TRADING CO., LTD).
COAL, GENERAL IMPORTS AND EXPORTS.
Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, SHINNEW, KANADA, KAMIYAMADA, BIBAI, and OYUBARI.
Agents for SAKIT Coal.
HEAD OFFICE:—TOKYO.
Branches and Representatives:
NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOCK, PEKING, TIENTSIN, DAIREN, TSINGTAO, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK and SEATTLE.
Cable Address:—IWASKISAI.
Codes:—A1, A. B. C. 5th Ed., Western Union and Bentley's.
Agency for:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO. THE OSAKA MARINE AND FIRE INSURANCE CO.
For particulars apply to—
S. KOMURA, Manager,
14, Pedder Street, Hongkong. 85

# THORNYCROFT

JOHN I. THORNYCROFT & Co., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BASINGSTOKE.

**Shanghai Office: 65, Szechuen Road.**

*Marine Motors and Motor Boats.*
*Motor Lighting and Pumping Sets.*
*Shallow Draft Steamers.*
*Thornycroft Water-Tube Boilers.*
*Thornycroft Oil Fuel System.*

Commercial, High-speed and Pleasure Craft.

R. R. ROXBURGH,
Manager for China.

119

**Summit** SOFT and STIFF COLLARS.

Men who have worn and appreciated the comfort and quality of "Summit" Collars will be glad to know they can now secure many of the styles which have been unobtainable for some months. Made by Austin Reed Ltd, for

# MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD. TELEPHONE 29.

JUST ARRIVED

# FRENCH PERFUMERY

Toilet Soaps. Perfumes.
Rice Powder. Tooth Paste.

*"Gelle Freres."*

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS (Top Floor).

P.O. Box 348. Hongkong. Telephone 3422.

108]

THE LEADING BRANDS
of
# MANILA CIGARS
# EL PALACIO
&
# IMPERIO DEL MUNDO.

SOLE AGENTS:

THE HONGKONG CIGAR STORE CO., LTD.,

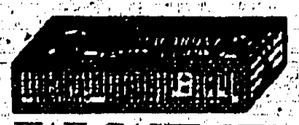
TELEPHONE No. 151. HOTEL MANSIONS.

90

# HEALTH v. SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms moderate, especially for Agencies.



THE HING WAH PASTE MFG. CO., LTD.,

HEAD OFFICE:—Hongkong, Nos. 47 & 48, Connaught Road Central, Tel. No. 2230.
BRANCH OFFICE:—Shanghai, N. s. 430 and 431, Nanking Road.
FACTORIES:—Hongkong, Wing Hing Street, Causeway Bay; and Shanghai, No. 71, North Soochow Road.

189


## TYPHOON NEAR SHANGHAI.

### CHEKIANG TOWN HALF WIPED OUT.

### 700 LIVES LOST.

RIVER FRONT A RUIN—DAMAGE ESTIMATED AT $1,000,000.

On Thursday, July 15th, a typhoon was reported to have struck the coast of Chekiang, somewhere near Wanchow. From the following tragic description, given by a correspondent of the *North China Daily News*, it would appear that Haimen received the brunt of it. Haimen is some 50 miles north of Wanchow. At least 700 lives are estimated to have been lost. The correspondent says nothing of foreigners but presumably they, living farther back from the river, escaped.

HAIMEN, July 18th.

On Wednesday, July 14th, the trouble started. We were at Shihpu and intended to leave that evening by the str. *Pao Hua* for Haimen. The wind began to freshen at 4 p.m. We got our effects on board and were then informed by the Captain that owing to the falling of the glass and the continual increase of the wind, he considered that leaving for Haimen would not be advisable, and so decided to remain at anchor until the weather improved. He accordingly steamed to the most sheltered part of the harbour where we remained that night.

At dawn of the following day, the wind had increased considerably and continued to grow more violent throughout the day, until at 11 p.m. part of the superstructure was carried away and as the strain was becoming too great for the single anchor down, another was let go.

Throughout that night there were many anxious moments but nothing parted and at dawn of the following day, Friday, July 16th, the wind was a good deal easier. By noon, although the glass was still decidedly low, the Captain thought it safe to continue the voyage to Haimen, which was by no means pleasant as bad weather was met when we got outside. We eventually arrived at Haimen at 7 p.m.

A TIDAL WAVE.

It was almost dark when we got up the river, but we noticed a waterlogged sampan floating down with the current; however we did not give it a second thought other than thinking it had been blown off the shore during the previous night, so we were altogether unprepared for the sight which met us when off the town itself. One could not see with any clearness, but certain things were all too apparent. Every wharf and jetty had gone including the long wood jetty used by the S. O. Co. installation, the iron pontoon used by the steamship companies was a wreck and partially sunk, no sampans were to be seen, and few junks; however, after a wait of about an hour, a sampan came for us. As it was too dark to think of conveying the baggage, we left same on the steamer, hopin to have it delivered on the following day.

On landing it was seen at once that practically all the town immediately in that vicinity on the river front was a ruin, in many cases many shops, which we knew well, were entirely gone, others with the whole of the lower walls washed away, but the upper storey standing intact.

We proceeded through flooded streets (about 2 feet) to our quarters. On arrival there, we received a full account of the typhoon which has played such a havoc.

High winds were experienced during the latter part of Tuesday and continued to increase throughout the following day. At 6 p.m. on Thursday, the outer wall of the Yung An Steamship Co.'s building blew in and at 8 p.m. the town was invaded by a tidal wave which at that time was only about 18 inches deep, but which rapidly increased to a depth of five feet, even in the back streets. I believe that the R. C. Mission buildings situated on a hill were not in any way damaged.

THE LOOTERS.

From 8 p.m. onwards it is difficult to obtain a collected account of what actually occurred, it was undoubtedly a scene of terrible distress and chaos, sampans floating up the streets, houses falling, strong walls collapsing, screams of drowning men, cries of little children and women imprisoned in falling masonry, the dead and drowning drifting hither and thither and no one to retrieve the dead or succour the drowning. The tragedy continued until midnight, when as soon as the water began to subside, looters began their work. These were of the worst of the fishing classes, they worked several men to a crew, swam through the flooded streets, propelling before them roughly made rafts: it was an easy matter for them to enter the godowns and shops as the doors were burst in by the flood.

Any commodity they could obtain was game to their net, often taking cases of goods which were already irrevocably ruined by water. A merchant that escaped both looters and the flood was indeed fortunate. I have not yet heard of one.

500 LIVES LOST.

Property damaged or destroyed is as follows: Practically all river frontage is gone, all shops and buildings along the river are either in complete ruin or the ground floor has been destroyed. I have already said that all jetties, pontoons, etc. along the river have been destroyed.

The loss of river craft is very heavy, however the sampans got off fairly well, probably on account of their lightness in comparison to the junks. About 30 per cent. of the former were saved.

Sampans and junks strew the interior country for miles, sampans have been found washed as far inland as 10 li, while junks are frequently seen at half this distance.

It is impossible to estimate as yet, the casualties, as so many bodies will have been taken out to sea on the receding tide. Those in the immediate vicinity of Haimen, must number nearly 500, probably far more.

At the junction of the Tsichowfu and Hwang Yu Rivers, over 200 bodies of men, women and children were seen floating, but these are not included in the above estimate, as it is impossible to say to what district they belong. Nothing is yet known

(*Continued at foot of next column*).

of the damage done to other towns and villages in this neighbourhood. Rumour states that both Taichowfu and Huangyen have also suffered, but this is not certain.

Over 100 brick houses have been destroyed and ten times this number of straw houses.

A MILLION DOLLARS AT LEAST.

The destruction of property in Haimen alone amounts to at least $1,000,000.

Opium held clandestinely by certain merchants and lost or looted during the flood, will probably total another half million, while it is quite impossible to estimate the damage done to the crops, because as yet the farmers do not know if any can be saved, certainly not more than 30 per cent. at the most for the distance of many li.

I have sent a number of films showing the damage done to Messrs. A. S. Watson & Co. where those who are interested can obtain prints.

On both Friday and Saturday nights the town was again flooded, but as I write (Sunday morning) the town is practically clear of water again, but there is still a large amount of *débris* in the streets.

It would take the pen of a real writer—which I certainly do not profess to be—to describe the many heart-rending scenes which are of daily occurrence. This calamity has, it seems to me, hit the people in an exact ratio to their wealth, as such happenings very often do. The wealthier classes lived farthest from the river and so got off the lightest, while the shop-keepers had part of their buildings destroyed and lost part of their stock in trade, but the really poor who lived in straw huts along the river front and in the neighbouring villages, lost usually their all. Their houses were swept away or collapsed, very often burying the family beneath. It is usually the children's bodies which are found amongst the wreckage.

TRAGIC SCENES IN THE RUINS.

It would take too long to recount the many pathetic sights which are so very common. In one instance the body of a dead fisherman is exposed for friends to claim him. In another, wreckage of houses is being removed and the father and mother are standing anxiously expecting to find the bodies of their two missing little ones. Time goes on, all the wreckage is removed and no babies are found. Hope gathers again in their hearts; perhaps after all they have escaped. But the hope is a false one; someone opens a cupboard still in good repair and finds the two little bodies inside. The poor mother is led away hopelessly mad while the father gathers his children and places them tenderly in rough wooden cases. Perhaps he will be able to afford a coffin but probably not. Where is the money for a coffin to come from when everything is gone?

Another picture: a very old woman has lost her two sons. There is no one in all the world to care for her now, she can only pray that death will take her quickly.

Believe me, my masters, this is a very hard country for the very poor. You and I make our living out of it, can't we do something for it?

## JAPANESE BEGIN OIL EXPLORATIONS.

### FIELDS IN BORNEO AND SAGHALIEN.

The Kuhura Mining Company, which some time ago acquired experimenting rights of an extensive petroleum oil field covering an area of 30,000 miles in Borneo, has decided to start oil exploring on an extensive scale as a new departure. The company dispatched several experts to Borneo last spring and as a result of their work has decided on working the oil field. Boring machines necessary for commencing the operation, which have been already sent to Borneo, will be planted shortly. The Japanese petroleum oil working enterprise at Nogriek and Battersine on the eastern coast of North Saghalien, in which the Kuhura Company is mainly interested, and which has been temporarily abandoned owing to the Bolshevik rising in the region some time ago, will be restarted as the result of the turn of the situation for the better recently, and the Government decision on the occupation of Saghalien consequent upon the Nikolaievsk affair. In this connection, the company is said to have secured an understanding with the Imperial navy.

## MINIATURE LAKE BIWA IN HEART OF TOKYO.

### ATTRACTIONS OF SUMMER RESORT FOR THOSE UNABLE TO LEAVE CITY.

Those people in Tokyo, whose financial condition or employment will not permit them to leave the capital in search of a quiet, cool spot by the sea, to spend a few days recuperating, are promised all the joys and attractions of the summer resorts and seaside cosy corners in the very heart of Tokyo, says the *Japan Times*.

The spot chosen for Tokyo's Coney Island is Ryogoku. It will be converted into a miniature lake, with sylvan scenery flanking the banks, the whole to resemble Lake Biwa and its environs. A long, broad bridge will span the shores of this artificial lake and will be so strongly constructed that hundreds may cross it without danger. The lake will be deep enough for pleasure boats to sail in it and will be a bathing place by day and, when the shadows of twilight fall, will contain numerous curves and bends, where a boat can be rowed, and the occupants listlessly let the craft drift and imagine they are in the heart of the country.

Such at least is the plan of the promoters who admit that the public must be ready to accept a part of this make-believe as true. To add to the attractions, the waters will be illuminated by night while hundreds of fire-flies and glow worms will be set flying over the lake. The prime object, besides amusement, is to forget the heat, and people are expected to come in that spirit.


# PARIS—GRAND HOTEL DU PAVILLON

36, *Rue de l'Echiquier, close by the Opera and the Grands Boulevards.*

is the rendez-vous of the families seeking comfort and luxury at reasonable prices.

Latest comfort—Running water in every room—Private bath-rooms. Luxurious sitting and dining-rooms. Owners and many employees speak English. Price-lists and detailed notices upon application.

1271]

# THEATRE ROYAL,
# MR. T. DANIEL FRAWLEY

PRESENTS THE

# FRAWLEY COMPANY

In Repertoire of the Latest London and New York Successes.

| | |
|---|---|
| MONDAY, Aug. 2nd: | "FAIR AND WARMER" |
| TUESDAY, Aug. 3rd: | "SCANDAL" |
| WEDNESDAY, Aug. 4th: | "THREE WISE FOOLS" |
| THURSDAY, Aug. 5th: | "LIGHTNIN" |
| FRIDAY, Aug. 6th: | "POLLY WITH A PAST" |
| SATURDAY, Aug. 7th: | "IT PAYS TO ADVERTISE" |

PRICES AS USUAL. BOOKING AT MOUTRIE'S.

1278

# KEEGAN'S INTERNATIONAL 3 LETTER CODE

3rd Edition.

REDUCE YOUR CABLE EXPENSES BY 33 1/3.

THIS code enables you to have three separate phrases, and a tenth checking letter to avoid error, in one cabled word. Also contains following separate sections which should be invaluable to all business houses of the Orient:—

General conversation, Oil,
Lumber, Steel & Machinery,
Brokers, Special.

Private Blank Code with 3500 combinations.

This code is not an experiment but a proved necessity.

Over 10,000 copies already sold. Price Gold $50.00

Write or call for further information.

FRANK WATERHOUSE & CO., 3rd Floor Hotel Mansions.

1251]

SOLE AGENTS

# THE FUJI TRADING CO., LTD.,

(Inc. in Japan).

New Patented Invention:
Flexible, Unbreakable and Beautiful

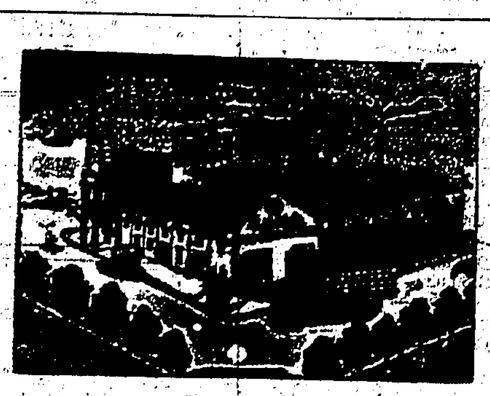
# SILK GLASS

Replaces Ordinary Glass in all purposes.

Sample on application to

THE FUJI TRADING CO., LTD.
1A, CHATER ROAD, HONGKONG.

1235



# IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietitics Cleanliness; Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method allows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

Foreign Correspondence wanted.—Capacity per day 20 tons.

NAM CHAU OIL FACTORY,

Office:—No. 227, Queen's Road Central, HONGKONG, Tel. 1202.
Factory:—No 26, Kwei Lin Street, SAMSHUIPO.

The Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

90

# DEATH OF M. DE JOURNEL.

## POPULAR MEMBER OF THE FRENCH COMMUNITY.

### FRENCH CONSUL'S ORATION AT GRAVESIDE.

The news of the sudden death yesterday of M. Rouet de Journel, the manager of the local branch of the Banque Industrielle de Chine and one of the most popular members of the small French community in Hongkong, came as a rude shock to many of his friends in the Colony. His death was startlingly sudden, for M. de Journel was at his office as usual all through Tuesday.

M. de Journel had not been in the best of health in the past few months, hence the present heat wave, which was the immediate cause of his death, found in him an easy victim. Recently, M. de Journel made a sea trip to Haiphong for the benefit of his health, which, however, did not appreciably improve thereby. On Tuesday evening, M. de Journel, with a party of friends, among whom was M. Hauchecorne, the Acting French Consul, went to Repulse Bay, and on the return trip he complained that he was not very well. Not much anxiety was felt at what was thought to be a slight temporary indisposition. In the early hours of yesterday morning, however, M. de Journel suddenly got worse, and a telephone message was sent to M. Hauchecorne. The latter arrived a little later to find M. de Journel dying. Death took place between 3 a.m. and 4 a.m.

The late M. de Journel first came to Hongkong about eighteen or nineteen years ago as an assistant in the Banque de l'Indo Chine, rising to the position of assistant manager. About three years ago, when the Hongkong branch of the Banque Industrielle de Chine was opened, M. de Journel was appointed its first manager, a position he continued to hold up to the day of his death. His wife and two daughters, Miles. Lux and Helga, recently went to Europe for a holiday and are at present staying in Paris. Much sympathy will be felt for them in their sad bereavement.

M. de Journel was a keen racing enthusiast, in which he was associated with Mr. Paul Kremer. A prominent worker on behalf of all charities during the war period and a generous friend, M. de Journel will be much missed. As a mark of respect, most of the business houses in the City flew their flags at half mast.

### THE FUNERAL.

The funeral took place yesterday evening at the Roman Catholic Cemetery at Happy Valley. Previous to the procession starting, a short service was held at the Roman Catholic Cathedral in Glenealy, at which were present, among others, M. Hauchecorne (French Consul), and Mr. C. E. W. Ricou of Macao. The Rev. Fr. Souvet officiated at the service, assisted by the Rev. Fr. Bianchi. After the service the *cortege* was formed and wended its way to the cemetery gates, reaching there shortly after 5 p.m. The staff of the Bank acted as chief mourners. A touching tribute was paid by the presence of the poor children of the French Convent—of which deceased was a keen supporter. The children lined the entrance to the chapel. The service at the graveside was conducted by the Rev. Fr. Souvet, assisted by the Rev. Frs. Bianchi and Ouillon. The Consul (M. Hauchecorne) and M. D. Oelsnitz, addressed those present in French at the conclusion of the service, extolling the virtues of the deceased and deploring the loss the local French community had suffered by his death.

### FRENCH CONSUL'S TRIBUTE.

The French Consul, M. Hauchecorne, paid a touching tribute to the memory of the deceased whose sudden demise, he said, was a great loss to the French community and, particularly, to the Banque Industrielle de Chine which owed its position as one of the most valuable institutions among the French Colony to his business acumen. There was not one of them who having recourse to his advice and help had not found him to be a man of never-failing courtesy and tact, who heartedly willing to sustain the interests of the French community in this country. Of these qualities no expression could be found adequately to convey a fitting recognition of their value. A man possessed of all the qualities which endeared him to all who knew him his loss was deeply regretted by his many friends who were not present there, and in the mournful reflections which the remembrance of his qualities had provoked, they felt the deepest sympathy for his wife and children who had looked forward to a happy reunion but who had never thought when they parted from him that they had said the last "Good-bye." In the name of the country for which he had ceaselessly laboured and in the name of his friends who attended at his graveside—"Adieu."

(*Continued at foot of next column*).

Among those present were Messieurs A. Hauchecorne, L. Berindoague, Lecable, E. Hausmann, A. Cayron, E. Kerne, J. Laverdure, R. Floquet, Gerin, R. Rodenfuser, Van Rees, L. E. M. Ensign, D. Oelsnitz, B. S. de Beaufort, H. Pourquier, T. F. Hough, N. S. Marshall, E. Cranston, J. L. Crockatt, C. E. W. Ricou, H. W. Weyler, M. S. Sassoon, J. D. F. Moulder, S. Kondoh, Tokoyama, Un Hew Fan, A. H. Compton, F. Ellis, E. J. Noronha, J. E. Joseph, F. A. Joseph, J. G. Gray, J. H. Backhouse, J. Macdonald, J. M. Alves, Dr. A. Carvalho and the Staff of the French Bank.

Floral tributes were received from the following:—The staff of the Banque Industrielle de Chine, Banque Industrielle de Chine (Portuguese staff), Banque Industrielle de Chine (Compradore's Dept.), the Hongkong and Shanghai Banking Corporation, Chartered Bank of India, Australia and China, the International Banking Corporation, the Chinese Merchants' Bank, Ltd., the Asia Banking Corporation, the Bank of Canton, Ltd., the Nederlandsch, Indische Handelsbank, the Russo-Asiatic Bank, Credit Foncier d'Extreme-Orient, the Bank of East Asia, the Bank of China, the Yokohama Specie Bank, Chambre de Commerce Francaise de Chine (section de Hongkong), le Consulat de France, the Exchange Brokers' Association, Brunner Mond & Co., Ltd., the Committee and Members of the Hongkong Cricket Club, P. A. Lapicque & Co., Messrs. S. A. David & Co., Messrs. Deacon, Looker, Deacon & Harston, Messrs. Pentreath & Co., the Hongkong Hotel, Messrs. Moxon & Taylor, Messrs. Pittendrigh, Rumjahn & Co., Xavier Bros., Ltd., Messrs. Stewart Bros., Messrs. Snowman & Co., Messrs. Gerin, Drevard & Co., the Asiatic Trading Co., Ltd., Messrs. Carvalho & Co., the Chinese Mercantile Co., the Union Insurance Society of Canton, the China Vegetable Oil Co., Messrs. Benjamin & Potts, Messrs. J. Ullmann & Co., Sing Lee & Co., Messrs. Vernon & Smyth, Maxim & Co., Messrs. Dodwell & Co., Ltd., Brossard, Mopin & Co., Messrs. Walter Ford & Co., Man Hing Cheong & Co., Layton & Co., Sir Paul Chater, the Hon. Mr. P. H. Holyoak, M. A. Hauchecorne, the Hon. Mr. N. J. Stabb, A. S. Sorensen, J. L. Crockatt, H. G. Matheson, W. A. Dowley, C. Gubbay, Howard & Sassoon, J. D. F. Moulder, J. Gray, J. Macdonald, H. Percy Smith, J. F. Gross, A. Forbes, F. Ellis, R. Negre, L. C. Winters, T. F. Hough, B. Monteith Webb, H. W. Weyler, K. F. Lay, C. A. da Roza, D. M. Biggar, A. D. d'Eca, A. Balean, A. A. Moraes, H. M. H. Nemazee, A. and S. Hancock, M. Nemazee, F. H. Chopard, B. H. Cooper, A. W. H. Loo, R. A. Rodgers, E. Mostini, N. B. Karanji, H. Cayrou, G. Lukin, S. Koudoff, E. M. Navier, M. Freres, S. Goldschmidt, W. L. Ford, Ho Kwong, J. Bond, G. Laverdure, F. Berindoague, J. E. Joseph, M. and Mme. C. Ricou, Mr. and Mrs. H. W. Lucas, Mr. and Mrs. R. Hancock, Mrs. V. M. Bond, Mr. and Mrs. L. E. Ensign, Mr. and Mrs. A. Weill, Mr. and Mrs. S. Dunn, Mme. Flint, Mr. and Mrs. J. Murray, Mr. and Mrs. L. Grout, Mr. and Mrs. R. Floquet, Mr. and Mrs. A. H. Compton, Mr. and Mrs. J. H. Taggart, Mr. and Mrs. J. H. Backhouse, Mr. and Mrs. E. Ormiston, Mr. and Mrs. H. B. L. Dowbiggin, Mr. and Mrs. J. Scott Harston, Mr. and Mrs. C. H. Edgcumbe, Mr. and Mrs. E. L. Sim, Mr. and Mrs. E. A. de Carvalho, Mr. F. A. Joseph, Dr. and Mrs. A. de Carvalho, Mr. and Mrs. V. Meyer, Mr. and Mrs. U. Dreyer and several Chinese friends.

# DANGEROUS BLASTING OPERATIONS.

## CHINESE CONTRACTOR FINED.

At the Magistracy, yesterday, a Chinese contractor was charged with carrying out blasting operations without taking due precautions.

Mr. T. Rowan appeared for the defence.

Mr. W. M. Johnston, chief time-keeper at Kowloon Docks, stated that on the 5th instant, at about 6 p.m., when he was in the dining-room of his house with his wife, he heard blasting operations going on, just behind his house. Suddenly there was a smash of glass at the back verandah and splinters of glass and granite, fell down a few paces away from where he was sitting. The glass was scattered all over the room. The pieces of granite were large. A serious accident might have been caused. Blasting went on every day. The distance from the back verandah to the place where he was sitting was about thirty feet.

Cross-examined by Mr. Rowan, witness said that only one pane of glass was broken. Blasting had been carried on every evening for the last two months. He had never heard of an accident before. The blasting was carried on about forty yards away from his house.

The Magistrate (Mr. Smith) remarked that, according to the regulations, blasting should be carried on between 4.45 p.m. and 5 p.m.

Mr. Rowan replied that he had telephoned the P.W.D. on that point and had been informed that it was unwritten law in Hongkong to carry on blasting any time after 5 p.m.

A Chinese overseer said that he superintended the covering of the charges and he was satisfied that everything possible was done to prevent fragments from flying about.

Mr. Smith said he was satisfied there was covering but this was not sufficient. He was also satisfied about the time, but it seemed rather strange to him that the law should fix a certain time and then allow blasting to go on after the regulated hour.

Mr. S. H. Spalding said it was impossible, however effectively a charge was covered, to prevent fragments from flying about.

Mr. Rowan said that the accident was inevitable and could not be prevented. He had produced evidence to prove that all necessary precautions had been taken.

Mr. Smith replied that the charge was covered but not effectually. He fined the contractor $15.

# MILITARY DECORATIONS AWARDED.

## DURING THE GREAT WAR.

The Army Council is anxious that all those awarded decorations (as distinct from ordinary War Medals) who have not yet received them should have them presented as early as possible. With this end in view those concerned should claim these decorations at once and should make application in the first place to the D.A.A. & Q.M.G., Headquarters, China Command, Victoria Barracks. All applications should state: Name in full of claimant; postal address; full regimental particulars by which he or she can be identified: the name of the decoration; date of award.

# INGENIOUS PICK-POCKET.

## FAN USED TO EXTRACT PURSE.

At the Magistracy, yesterday, a Chinese was charged with picking the pockets of a compatriot and stealing a purse, containing $30 and a letter.

Defendant said that while walking along the street his fan got entangled with complainant's pocket and the purse and letters came out.

Complainant stated that defendant knocked against him and the next thing he knew was that his purse had been stolen. He looked round and saw defendant with a fan in his hand. Underneath the fan were the purse and letters.

Inspector Wills said that defendant was a Yaumati "bird" who had just been discharged from gaol. There were several of these pickpockets about, and just where defendant was standing another man was arrested for a similar offence.

Mr. Smith sentenced defendant to three months' hard labour.

# BEWARE OF THE HAT SNATCHER!

After some months of inactivity hat snatchers have resumed their operations. On Tuesday night a Chinese was coming from West Point in a ricksha. A man snatched a Panama hat he was wearing and made off. Chase was given and the man passed the hat to a confederate who escaped with it. The man was arrested and when charged at the Magistracy, yesterday, was sentenced to six weeks' hard labour.

# DISSOLVE ALL THE PARLIAMENTS.

## AN EXCELLENT IDEA.

A petition has been sent by the various commercial organizations of Shanghai to both the Government in Peking and the Government in Canton requesting that the old Parliament as well as the new Parliament be dissolved. The reasons stated are that the old Parliament has done nothing really to benefit the people and that there was ample time at its disposal to complete the permanent constitution, but this it has failed to do.

The Shanghai Commercial Federation, the Canton Guild and the Ningpo Guild have subscribed the sum of $20,000 among various Chinese firms and individuals. This money will be used to buy presents for the troops belonging to General Wu Pei-fu, who has done so much to clean up China of the Anfu Club.

# TYPEWRITING RECORD.

## BRITISH CHAMPION WHO TALKS AS HE WORKS.

Mr. R. G. Curtis, holder of the European record for high speed typing, was to attempt great things on May 13th when he was to set out to beat the American record of 144 words a minute.

"I started typing at the age of 15, as a Post Office clerk," said Mr. Curtis to a representative of the *Daily Express* and at first I disliked it intensely. I elaborated, however, a system of my own, and developed a high speed record in England. Needless to say I have long since abandoned that system.

"In 1913 I met Mr. N. L. Trefzgear in a contest at the Agricultural Hall, where I was defeated by an average of 2.5 words a minute. Mr. Trefzgear subsequently won the world's record, but since 1913 I have increased my average speed by over twenty words a minute.

"I began to think that my days as a high speed typist were over during my service in Egypt and Salonika, but in 1918 I became secretary to Lord French, one of my tasks being the typing of the manuscript of the field marshal's book."

Mr. Curtis continued his typing during the course of the interview, explaining that it was perfectly simple to carry on a conversation and to continue his work. "A typist should be as unconscious of the movements of his fingers," he explained "as a man is of the movements of his muscles when speaking."

The silence is almost uncanny while Mr. Curtis is working. He invariably uses a dictaphone, while the fingers operate the keyboard with noiseless and bewildering rapidity. Mr. Curtis recently achieved the great record of 173 words a minute for a period of ten minutes in a trial test. Among other records, he has typed over 40,000 words in a single eight-hour day, representing an average speed of a little more than a word a second.

# SIR MATTHEW NATHAN'S TASK.

Sir Matthew Nathan, when he left Hongkong to go to Natal, was generally estimated to have been a successful and purposeful Governor. He had had experience elsewhere, he was comparatively young—he is on the right side of sixty—and he had had a military training, which in some respects is particularly useful in Crown Colony Government. We cannot at the moment recall how he got on in Natal, but if memory is right his service there although short was efficient, and he was appointed on return home to the secretaryship of the Post Office and later held office in the Board of Inland Revenue the Irish Secretariat, while during the war was on the London defences. Ordinarily it is probable that he would not have gone out to the Colonies or Dominions again and knowing the problems that are at present afflicting Queensland he must be accounted a strong man to have been selected for the post of Governor of that State of the Commonwealth. We do not envy Sir Matthew, for he has no unpleasant and exacting task before him, inasmuch as he has to face a State which has been turned upside down by the acts of the Labour Ministry there. It may be of interest, as the matter has not passed into general knowledge, to outline the problem which Sir Matthew will have to tackle, for when the character of sections of Queensland political life is taken into account, it will be seen that he will need to employ considerable firmness and tact. The difficulty which has led to recent references home is as follows: The Labour Ministry of Queensland wished to pass a certain act popularly called The Repudiation Act, the effect of which was that Government were given the power of revising and reappraising unlimitedly pastoral and grazing leases in the State. This conflicted with a previous Act which laid it down that such reappraisement should not exceed fifty per cent of the rental charged during the previous ten years. Instructions to Governors require the reservation to the King, for assent or otherwise, of bills whereby the rights or property of his Majesty's subjects not residing in a State may be prejudiced. In the case in point such rights are held by subjects dwelling outside Queensland. The Act in question was rejected several times by the Upper House of the Queensland Assembly. It was then referred by the Labour Ministry to a referendum, under the Act of 1908, the idea being to carry it over the heads of the Upper House. This, however, also failed, and as a last resort the Ministry appealed to the then Governor, Sir Goold-Adams, to swamp the Upper House by appointing a sufficient number of new Labour members to give the Ministry a majority. Once again there was a refusal. It is then contended that the Ministry had resorted to unconstitutional methods. They are said to have waited till Sir Goold-Adams retired and then to have got the acting Lieutenant Governorship transferred to their own nominee, who consented to the swamping of the Upper House, with the result that the Act was passed, the Acting Lieutenant Governor disregarding the instructions to Governors mentioned above, and giving the Royal Assent on behalf of the Crown. That in brief is the situation and it has been brought to the notice of the Colonial Office by a deputation which has proceeded home armed with the resolutions of a public meeting held in Brisbane, requesting that a non-partisan Governor be appointed by the Crown and that the difficulties enumerated be laid before the Home Government. It will be seen that Sir Matthew Nathan has anything but an enviable task before him. Whilst it is true that public opinion may condemn the action of the Ministry, the fact remains that Queensland returns a Labour Ministry as a rule and he will have to fight against the actual administration of the country, and that in a Dominion where there is particular touchiness as to Governors assuming too much power. It is difficult to foresee how events will go, but it is more than possible they may be a little stormy in this sector of Australia in the coming months. Looking at the facts as set down above it would seem that the Colonial Office attaches particular value to the experience and capability of Sir Matthew in choosing him for such an onerous post.—*Singapore Free Press.*

# CHINESE GIRL CLAIMED BY TWO HUSBANDS.

## UNIQUE CASE IN CALCUTTA COURT.

Great interest has been aroused among the Chinese fraternity in Calcutta in a case engaging the attention of Dr. Sarbadhikari Honorary Magistrate. According to the prosecution it is said that about three weeks ago a Chinese girl named Chooseony who is considered to be a belle in her own country, arrived in Calcutta from Hongkong accompanied by a Chinaman named Chong Young said to be her husband. The couple took up their residence at No. 9 Phear Lane. Another Chinaman, named Ah Sick, a shoe-maker, having accidentally seen the girl in Phear Lane, laid a charge of kidnapping against Chong Young. He told the police that the girl was his lawfully wedded wife, having married her in Hongkong about five years ago and leaving her behind came to Calcutta, about two years ago. During his absence the accused kidnapped the girl and brought her away to Calcutta as his wife. The accused also maintained that she was his wife according to Chinese rites and ceremonies. Ah Sick applied before Dr. Sarbadhikari on June 26th for a warrant against Chong Young and obtained a warrant for the production of the girl with the proviso that Ah Sick was to stand as a security for her. This was done. Chong Young subsequently moved the Chief Magistrate and obtained an order directing him to produce the girl in Court. The girl stated before Dr. Sarbadhikari that she wished to go to Ah Sick who was her husband. She was allowed to go.




ATTRACTIVE LINGERIE

FOR 1920.

ARTISTIC NEW DESIGNS AT SPECIAL PRICES.

All "Elsieco" Underwear is Exquisitely Embroidered by hand on Crepe de Chine, Japanese Silk and Finest Lawn. Any style and shape made to order.



"MADELEINE" CORSETS

The construction of the Madeleine Corset is a masterpiece of skill, giving abdominal support without pressure.

LANE, CRAWFORD & CO.

15

DICK'S PATENT PACKING

—(UNIVERSAL SIZE)—

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG. [469

COLUMBIA RECORDS.

COMPLETE OPERA OF "RIGOLETTO" ON 17 large Double Sided Records. Nos. C1288 to C1304.

The Anderson Music Co., Ltd.,

117

Wm Powell Ltd.

TELEPHONE 346

JUST RECEIVED A LARGE CONSIGNMENT OF SOFT FELT AND STRAW HATS IN THE LATEST STYLES.



MADE BY GLYN AND CO. OF OLD BOND ST. LONDON, W.



SINGLE AND DOUBLE TERAIS IN SUPERIOR QUALITIES.

WE INVITE INSPECTION.

GENTLEMEN'S OUTFITTERS.

18

## NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, August 2nd, 1920.

Hongkong, July 28th, 1920. [1265

G. R.

IMPORTS AND EXPORTS OFFICE.

PUBLIC HOLIDAY.

THIS Office will be OPEN for all purposes from 9 A.M. to 12 Noon on MONDAY, August 2nd, 1920.

Licensed Warehouses will be entirely closed on that day.

C. W. BECKWITH,
Superintendent,
Imports and Exports.

Hongkong, July 27th, 1920. [1266

WANTED.

ASSISTANT (British) wanted for General Office work. State Age, experience and salary required to:—

Box 1267,
Care of "Daily Press" Office.
[1267

PUBLIC AUCTION.

THE Undersigned have received instruction from R. P. THURSFIELD, Esq., to sell by Public Auction,

On TUESDAY,

August 3rd, 1920, at 2.30 P.M., at his residence No. 136, Plantation Road, The Peak,

THE VALUABLE HOUSEHOLD FURNITURE,

&c., &c., &c.

therein contained,

HALL—Blackwood Side Tables, Hallstand Chairs, Brass Ornaments, &c.

DRAWING ROOM—Upholstered Sofas and Arm-chairs made by Lane, Crawford & Co., (good as new), heavy Pile Carpets & Rugs, Blackwood Cabinets, Desk, Chairs, Stands, &c. Pictures and Engravings, curtains, &c.

DINING ROOM—Fumed Teakwood Mirror back Sideboard, Extension Dining Table and chairs, cabinets, &c., &c. made by Lane, Crawford & Co., and good as new, Dinner Service, Glass Ware, &c., and 8-day chiming clock.

BED ROOMS—White enamelled Twin Beds large and small Wardrobes, Toilet Tables, Chest-of-drawers, &c., including Stained Teakwood Boudoir Suite, all made by Lane, Crawford & Co., Axminster Carpets and Rugs, Curtains and Pictures.

HOT ROOM—Cupboards, &c., including Camphorwood Wardrobe and chest-of-drawers, Bath Room, Pantry and Kitchen Utensils.

ALSO

Electric Fans and Radiator, Tennis Netting and Sun Screens, a number of Pots Fine Maidenhair Ferns, Pot Plants & Garden Seats, &c., &c.

AND

Two "Milners" Combination Fire Resisting Safes.

(Full Particulars from Catalogue).

On view from Monday, August 2nd.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
[1268

NOTICE TO CONSIGNEES.

The Steamship "BIOJUN MARU"
FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before July 28th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 4th, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before Aug. 14th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on Aug. 4th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, July 28th, 1920. [1269

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"NINGCHOW"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after July 29th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10/45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Aug. 4th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Aug. 18th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 22th, 1920. [1270

## INTIMATIONS

NOTICE.

WE have This Day commenced to carry on business as General Import and Export Merchants at Nos. 50 and 52, Queen's Road Central, and we have appointed Mr. P. M. PINGUET to be the Manager of our business with power to Sign per Pro.

Dated the 15th day of July, 1920.

LEPACK COMPANY, LTD.
[1245

NOTICE.

WE have This Day REMOVED our Office to the Top Floor of Nos. 250 250, DES VIEUX ROAD CENTRAL (Messrs. Kwong Sang Hong's main premises).

MOW FUNG & CO., LTD.

Hongkong, July 19th, 1920. [1224

NOTICE.

In re Estate of J. B. PATEL, deceased.

NOTICE IS HEREBY GIVEN that the undersigned acting as the Attorney of Mrs. BANOO J. B. PATEL has been granted letters of administration by H. B. M. Consular Court at Canton. Any claim against the Estate should be filed with the undersigned on or before 28th August, after which date no claims will be admitted.

P. N. COOPER,
36, Queen's Road Central.

Hongkong, July 28th, 1920. [1259

NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguilar Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO.

I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLLA,
Milliner and Draper.

Hongkong, July 21st, 1920. 1240

WANTED.

UNFURNISHED HOUSE, Six or Seven Rooms. Advertiser would entertain buying furniture if necessary. Possession any time before end October.

Apply to— Box 1260,
Care of "Daily Press" Office.
[1260

S.S. "FAUSANG."

TENDERS are invited for the purchase of the WRECK of the above steamer as she lies on Hainan Head Reef.

GILMAN & CO., LTD.
Agents, The Salvage Association, London.

Hongkong, July 20th, 1920. [1236

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station,

Apply to—

LINSTEAD & DAVIS,
Alexandra Buildings.
[1139

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.

For particulars apply—

CARVALHO & COMPANY,
Machinery Department.
[996

FOR SALE.

NO. 1, STEWART TERRACE, 87, The Peak.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. 66

DAIRY FARM NEWS.

New Shipment of

FROZEN SMOKED FISH

| | | |
|---|---|---|
| SELECTED FILLETS | 60 cents per lb. | |
| FINNAN HADDOCKS | 50 | " " |
| SELECTED KIPPERS | 40 | " " |
| RED HERRINGS | 30 | " " |

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.
[55

A. G. DA ROCHA,

IS THE AUCTIONEER.

## PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for

Boxes P., Q., AD., AE.

POSITION WANTED.—Expert MALE STENOGRAPHER and TYPIST is open for immediate engagement. Apply Box AI, *Daily Press* Office. [42

ALEX. ROSS & COMPANY.

MACHINERY DEPARTMENT.

FOR STOCKTAKING PURPOSES. From WEDNESDAY, JULY 28TH, till SATURDAY, JULY 31ST, our Machinery Department will be CLOSED to General Business.

We request that all inquiries and orders be sent in writing during the period of Stocktaking when same will receive our best attention.

[1253

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, AUGUST 10TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

JOHN ARNOLD,
Secretary.

Hongkong, July 17th, 1920. [1217

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1920, has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 25th day of AUGUST, 1920, to Shareholders on the Register on TUESDAY, the 10th day of AUGUST, 1920, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/8 per Dollar.

By Order of the Board,

R. J. WILTON,
Acting Secretary.

Hongkong, 26th July, 1920. [1252

PUBLIC AUCTION
S.S. "WING HANG"

NOTICE IS HEREBY GIVEN that the Steamship "WING HANG" as she lies near Shamsuipo in the Harbour of Hongkong.

Will be sold by
ORDER OF THE MORTGAGEE
by
PUBLIC AUCTION
on
TUESDAY,
the 10th day of August, 1920,
at 12 o'clock Noon,
by
MESSRS. LAMMERT BROS.,
Auctioneers
at their Auction Rooms in Duddell Street.

The ship is a Chinese ship registered Canton.

Her dimensions and tonnage are approximately as follows:

LENGTH:—140ft. 1 inch REGISTERED TONNAGE:—
BREADTH:—25ft. 3 inches Gross—442
DEPTH:— 9 ft. 6 inches Net—264
and her speed is about 10 Knots.

For further particulars and conditions of sale apply to—

MESSRS. WILKINSON & GRIST,
9, Queen's Road Central,
or to
MESSRS. LAMMERT BROS.
Duddell Street,
Auctioneers.

Hongkong, July 27th, 1920. [1254

WE HAVE

Great Varieties of used and unused

POSTAGE STAMPS

Single, Sets, Packets, Bags,
and
On Approval Books

FOR COLLECTIONS.

GRACA & CO.,

Dealers in Postage Stamps, Post Cards, Seeds, Toys, &c., &c.

No. 10, WYNDHAM STREET,
HONGKONG.

P.O. Box, 620. [6

## INTIMATION

WATSON'S

FINEST

OLD BROWN

LIQUEUR

BRANDY

25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

[11

BIRTHS.

FISHER.—At the Peak Hospital, on the 28th inst., to Mr. and Mrs. F. H. FISHER, of Amoy, a daughter. [1263

SHINER.—At 89, The Peak, on July 28th, to Mr. and Mrs. WALTER CHARLES SHINER, a son. [1264

DEATHS.

DE JOURNEL.—At his residence, Hongkong, MONSIEUR MARCEL ROUET DE JOURNEL, aged 45. [1264

FINKELSTEIN.—At Tsingtao, on July 20th, HARRY FINKELSTEIN, of Shanghai, aged 39.

RANGEL.—At Shanghai, on July 22nd, DONNA ADELAIDE JOSEPHA MIRANDA PEREIRA RANGEL, aged 85 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, JULY 29TH, 1920.

## TOURING THE ORIENT.

ONE of our Empire statesmen a little while ago in a speech delivered in London urged that a tour of the Empire ought to be made an essential qualification for a seat in the Imperial Parliament. The day when it will be so is probably of very long way off, but nevertheless we can support the suggestion to the extent of saying that it ought to be the ambition of every British legislator to make "the Grand Tour." We are reminded of the remark by the fact that Hongkong this week-end will be visited by 136 members of the Congress of the United States, who are "touring the Orient," at the invitation of an organisation called the Pan-Pacific Union, but at the expense, partly of the travellers themselves, but principally of the Governments whose territories they visit: that is to say each traveller pays $1.75 per day for his meals, but the United States Government has put to their use for sixty days the transport *Great Northern*, and will bear the running expenses, "but this," as an American publication says, "does not cost each of us more than a fraction of a cent, and most people are willing to contribute to this extent in order to have Congress acquire first hand information of Pacific lands." When the party touches foreign shores "the problem of feeding and amusing it is up to the Government there." Starting from San Francisco the party was to sail to Hawaii where several days were to be spent. "Hawaii," we are told, "is not flustered over this honour as every two or three years the appropriates $60,000 to entertain a group of Congressmen for two weeks." From Hawaii the transport was to sail to the Philippines, "stopping off" at Guam for the delegation to visit the fortifications there. While in the Philippines the programme was that commercial organisations would take charge of members of the Foreign Relations Committee, and show them trade and industrial conditions, while members of the Military Affairs Committee would be carried off to look at forts, and for the rest of the party there was a prospect of being sent up to Baguio, the health resort on the hills, "to cool off." The stay of the visitors in Hongkong will be brief. They are to go up to Canton where the local Government will entertain them, and rejoining the *Great Northern* at Hongkong, they will proceed to Shanghai. If political conditions in the North then admit they will go up to Peking and "a big banquet" in the palace of the President is among the features of the programme. Japan will take over the party at Korea, and convey them by train to spend a day at Seoul. Thence they go on to Fusan to cross over to Japan. The *Great Northern* will convey them from Yokohama to Seattle, "as the Canadian Government is going to show the Congressmen a few sights of the north-western Rockies before they separate." It will doubtless prove a very pleasant "junketting trip," but its educational value for legislators who are being required to pay ever-increasing attention to questions affecting the Pacific is undeniable. They may not acquire a great amount of sound knowledge on the trip but they will have acquired a wider outlook and an incentive to a closer study of world politics. The Pan-Pacific Union, which suggested this tour, is an organisation which has for its aim "the advancement of all Pacific communities." American in its inception, it has among its honorary presidents the Prime Ministers of Australia and New Zealand and the President of the Chinese Republic, and among its honorary vice-presidents are Premiers of Australian States and the Governor-General of Java. All its active directors, however, appear to be American. It is one of those idealistic movements in whose practical issues we have not a very profound faith. We are asked to give some publicity and encouragement to "the plan of having all our races and peoples of the Pacific work together for the advancement of commerce and education and a better feeling of co-operation." A letter, we are informed, has been sent by the Pan-Pacific Union to the local Chamber of Commerce, which calls attention to three things, viz. (1) a proposal that Chambers of Commerce in different Pacific lands should observe Balboa or Pan-Pacific Day, on September 17th next, with either a luncheon or dinner gathering "at which there are five-minute speakers from every country of the Pacific who tell what they are doing to promote the interests of the city of their adoption"; (2) a request suggested by Ex-Minister to China, Dr. PAUL REINSCH, that the commercial institutions in Pacific countries be asked each to appoint a Pan-Pacific committee to co-operate with the work of the Pan-Pacific Union, especially in keeping in touch with the commercial, financial, educational, scientific, and other Pan-Pacific conferences in which the local chamber might be interested; and (3) to the work which is being done in having the public schools and educational institutions observe Balboa or Pan-Pacific Day, September 17th, by giving half an hour to discussions on Balboa, the Pacific, and the movement to bring about better and more friendly relations among the races and peoples of the Pacific. With altruistic sentiments of this character most of us are to some extent in sympathy, but we are not sanguine enough to believe that the "junketting" which the Pan-Pacific Union may be able to organise at "the Ocean's Cross Roads" (Hawaii) will serve to exercise any important influence upon the policies of the countries bordering on the Pacific. The activities of the Pan-Pacific Union serve admirably enough to advertise Hawaii; and that, we fancy, must have been the main inspiration of the movement, and seems likely to be the only practical result of its efforts. Hawaii is a delightful place in which to spend a short holiday.

---

One yen recently bought 7,400 roubles at Chita.

Mr. John Burnside has been promoted Chief Detective Inspector of the Shanghai Municipal Police.

Mr. J. T. Dubois, formerly United States Consul-General at Singapore, has died at Hollstead, Pa., from pneumonia.

The engagement is announced of Mr. P. P. J. Wodehouse, C.I.E., to Laura, widow of the late Dr. Harold Macfarlane.

A Chinese youth has been sent to hospital, with a stab wound on his breast, cause by some person or persons who are unknown.

A particularly malignant form of malaria is prevalent in Hankow and Wuchang, and people are reported to be dying from it on the streets.

We see it stated that the Hon. Bertrand Russell, has accepted a chair in the Peking University, and will give lectures on philosophy from this autumn.

Motor car smashes seem to be a regular occurence at Singapore for we observe the *Straits Times* has come to publish the reports under the heading "The Weekly Motor Car Smash."

According to Dr. Chen Chin-tao, Minister of Finance of the Canton Military Government, that Government has no intention of dissolving Parliament or cancelling the independence of the South-West.

In spite of the price of rice being on the decrease, says a Shanghai contemporary, many in the labouring classes still declare they are suffering and are demanding increased pay, otherwise they threaten to strike.

According to a statement in a Shanghai paper, made apparently on Japanese authority, a Bolshevik leader, whose name is given as Neuestein, left Shanghai for Hongkong, where he is expected to work with General Potapoff.

The Tai Po Road is still closed to motor traffic. During the heavy rains of last week a washout occurred in the neighbourhood of the 6th mile stone, a short distance beyond the Kowloon Reservoir. It will probably be at least a week before this is made good.

Two mail bags, labelled Bombay, were recently despatched from London to Paris by air mail. They will then be conveyed to Marseilles by rail, where they will catch the Indian mail boat. The London Post Office is considering a scheme for sending late Indian mails direct to Marseilles by air.

The Shanghai Lawn Tennis Association has communicated with the Hongkong Cricket Club with a view to arranging a series of inter-port tennis matches, and the Club has called a meeting for Monday, August 9th, for the purpose of discussing the matter. In the absence of visible signs of a Hongkong Lawn Tennis League Association, the local Tennis Committee is the right body to deal with this matter.

Chief Detective Inspector Murison appeared before the Magistrate, yesterday, and applied for the extradition of a Chinese who was wanted by the Macao Government for the theft of $80,000 Government money. Mr. H. L. Dennys, who appeared for the defence, opposed the application on the ground that the warrant of arrest had not been properly made out under the Extradition Ordinance. The Magistrate agreed and defendant was discharged.

At the French Mixed Court at Shanghai last week, M. Reynaud and Magistrate Chen gave their decision in the case of M. Engel *v.* L. Soyka, an action for libel in which the plaintiff claimed Tls. 10,000 damages. The Court gave judgment for plaintiff, assessing damages at Tls. 500, and also called upon defendant to pay Tls. 50 court fees. Mr. Hora, who had given evidence for the defence, was ordered to pay Tls. 25, this decision arising out of an allegation that his evidence was false.

During his recent stay in Japan, Dr. Wu Ting-fang received many anonymous letters and was the subject of many newspapers attacks accusing him of being a pro-American and suggesting that he should go to America instead of staying in Japan. Dr. Wu's secretary, commenting on these criticisms, states that the veteran statesman went to Japan to recuperate and to enjoy the beautiful landscapes of that country. "When Dr. Wu left Shanghai, he left all connexion with governmental matters behind him."

The *Shanghai Gazette* states that Messrs. Butterfield & Swire at the instigation of the China Navigation Co. have a scheme under way to provide Officers' and Engineers' Clubs at a majority of the coast ports where the demand is most necessary. The first Clubs to be built, when the scheme matures, will probably be located in Pootung, Swatow, Hongkong, Chefoo, and Tientsin. The plan was promulgated during the recent visit of Mr. Swire to the Far East and was the outcome of conferences with officers and engineers of the Company at Hongkong.

The Jewish community of Shanghai learnt with deep regret last week of the death of Mr. H. Finkelstein, at Tsingtao, after a short illness. He was in his 39th year. His death will be greatly felt by the various Jewish societies and organizations of which he was an active member and a great supporter. He was honorary treasurer, and later President, of the Ohoil Moishi Synagogue; also honorary treasurer of the Shanghai Hebrew Relief Society and shelter house, and took an active part in the Zionist Association—Kadimah. In business circles Mr. Finkelstein was known as a conscientious and straightforward man.

# CABLES.

*LATEST CABLES.*

[THROUGH REUTER'S AGENCY.]

## SOVIET DEMAND FOR WORLD CONGRESS.

### WHY MR. LLOYD GEORGE WENT TO BOULOGNE.

LONDON, July 27th.

Mr. Lloyd George's decision to confer with M. Millerand at Boulogne, despite the urgency of many domestic problems, shews the transcendent importance attached to the Bolshevist suggestion of a London conference, embodying the leading Entente as well as the Russian Border States, which is tantamount to a demand of a fresh World Congress involving the affairs of Europe and Asia, and possibly interesting the United States.

Such a conference would discuss not only political frontiers but economic understandings, including adequate provisions for new Russian outlets in the Baltic, the Black Sea, and the Mediterranean, involving the Dardanelles and the Bosphorus, whilst Soviet propaganda in the Middle East will certainly be questioned. Meanwhile, it is purely an assumption that the majority of the Soviet truly desire an international settlement, as the Bolshevists are still advancing in Poland.

It is considered that the Bolshevist insistence on the surrender of General Wrangel, with all his munitions, aggravates Great Britain's task of pacification.

*EARLIER CABLES.*

## SIGNIFICANT GERMAN TACTICS.

LONDON, July 28th.

There are many complexities in the situation in Poland. In spite of the offer of an armistice, fierce fighting continues. Accounts regarding results are hopelessly contradictory.

There is much discussion in the newspapers concerning the attitude of Germany, which, besides proclaiming neutrality, has declared against allowing the Entente troops to traverse German territory *en route* to Poland or transferring to Poland arms and munitions, which, under the Treaty of Versailles, should be handed over to the Allies.

Moreover, Germany has asked permission to raise a special force to defend the east Prussian frontier against the Bolshevists and at the same time the dockers at Danzig have refused to unload a Dutch ship laden with munitions for Poland.

Thus there is a situation such as would create a strong suspicion that Germany is seeking to profit from the Allies' difficulties in Poland to extort concessions, for example, with regard to disarmament in the Polish corridor of upper Silesia.

It is noteworthy that the command of the German forces in East Prussia is entrusted to General Dassel, who actually participated in the Kapp revolt.

## COMING CONFERENCE WITH BOLSHEVISTS IN LONDON.

LONDON, July 27th.

Mr. Lloyd George and M. Millerand are conferring at Boulogne on July 27th. Their decisions are being anxiously awaited. It is becoming evident that the Bolshevists hope to come to London on an equal footing with the Allies.

Meanwhile, they are strengthening their position everywhere, especially in Poland and the border States. A note of alarm is already sounded from Lithuania, where the Bolshevists, despite the recent Treaty, have established Soviet rule.

## ENTENTE REPRESENTATIVES TO BE INVITED.

LONDON, July 26th.

In the House of Commons, replying to Sir Donald McLean, Mr. Lloyd George confirmed the statement that the Soviet had accepted the British proposal for a conference in London, and had suggested that representatives of the leading *Entente* Powers should attend. The Government was communicating with the Allies in this connection.

## THE TRADE DELEGATION.

Replying to Sir E. Short, Mr. Lloyd George said that the Russian Trade Delegation had been told they must not come to England until there was a definite assurance that Russia would not invade Poland. That assurance having now been given, he expected that the delegates would now proceed to England to continue the negotiations. He was very hopeful of peace.

*LATEST CABLES.*

## AMERICA CUP.

### RACE CALLED OFF OWING TO WEATHER.

SANDY HOOK, July 28th.

The early promise of a brisk racing breeze was belied, the wind diminishing to three miles an hour shortly before the start, necessitating a temporary postponement. The course was fifteen miles out and back.

The *Shamrock* slightly led at the start, but the *Resolute* headed presently and increased her advantage to half a mile. The race was now developing into a drifting match, but the *Resolute's* lead lengthened.

When only nine miles was covered in four and a half hours, the race was called off, as it was clearly impossible to finish in the stipulated time.

The *Resolute* was then probably leading by a couple of miles.

Sir Thomas Lipton says that if he does not win the cup, he will issue a challenge again in 1921 for 1922, and build a new boat.

*EARLIER CABLES.*

## UNREST IN IRELAND.

### ANOTHER APPEAL BY SIR HAMAR GREENWOOD.

LONDON, July 28th.

In the House of Commons, in reply to a motion by Mr. Devlin for the adjournment of the House to call attention to events in Belfast and the failure of the Government to protect the Catholics, Sir Hamar Greenwood said that the soldiers and the Police would deal with the mob, whether they were Protestant or Catholic, exactly alike. There were five battalions of infantry in Belfast, and three others were available if required. Warships were near by, and 1,156 of the Police. The Government had done everything possible, and had prevented one of the greatest catastrophes that could have befallen Ireland in the shape of the massacre of thousands and a devastating civil war. He emphatically refuted the suggestion that reprisals were any part of the Government's policy. The Police and the Military had shown the sternest impartiality.

He referred to the Committee of all creeds and parties established at Derry after the disturbances, and said it had been successful. All Municipalities had been asked to establish similar committees. Nearly all had refused to consider the question. He was glad to note that in the recent riots at Belfast and Derry, Orangemen and Nationalists had assisted the Police and military in keeping the mobs apart. He wished men of all creeds in all parts of Ireland would assist in putting down crime.

Replying to an interjection, "Withdraw the Army," he said that in such an event the future of Ireland would be incredibly sad. He was sure that as soon as the Irishmen united in trying to govern their country, the House and Great Britain would be only too willing to meet their views.

Sir Hamar said that 18 men and women were killed in Belfast, 200 wounded, and 200 had been arrested.

Mr. Devlin's motion was rejected by 212 votes to 42.

## ARCHBISHOP MANNIX.

LONDON, July 26th.

In the House of Commons, replying to Mr. Inskip, regarding the violent anti-British speeches of the Roman Catholic Archbishop Mannix of Melbourne in the United States, Mr. Lloyd George said that the Government had now decided that Archbishop Mannix would not be allowed to land in England.

## ARCHBISHOP MANNIX'S STATEMENT.

ATLANTIC CITY, July 27th.

Archbishop Mannix stated that he intended to sail on the steamer *Baltic* on July 31st and disembark at Queenstown, and subsequently to proceed to England and Rome, but Mr. Lloyd George might be able to change his itinerary.

Archbishop Mannix denied that he said Australia desired a separation from Britain.

## THE IRISH BILL.

LONDON, July 26th.

In the House of Commons replying to Lord Cavendish Bentinck, Mr. Lloyd George said he greatly regretted it was impossible to carry the Irish Bill before the adjournment, but it would be pressed forward with all possible despatch when the House re-assembled.

## THE ITALO-GREEK COLLISION

### A SATISFACTORY SETTLEMENT.

LONDON, July 26th.

The *Times* correspondent at Smyrna says that the Italo-Greek incident, cabled on July 5th, has been settled satisfactorily.

[A London telegram of July 5th said:—The *Times'* Smyrna correspondent says that a collision has occurred between the Italian and the Greek troops on the Tidin Railway, the boundary of the Greek and Italian zones. The Greeks allege that the Italians were not able to prevent a Turkish threat to the Greek communications, and, therefore, the Greeks occupied positions a few hundred yards within the Italian zone. The Italians fired on the Greek soldiers. There were several casualties on both sides. The Greeks remain in the positions which they had taken up in the Italian zone.]

## BRITISH LABOUR.

### NATIONAL COAL STRIKE THREATENED.

LONDON, July 28th.

The Government to-night informed a deputation from the Miners' Federation of its unqualified rejection of the demand for an increase in wages of two shillings a week and a reduction in the price of household coal by fourteen shillings per ton. The claim was formulated with the object of absorbing a surplus estimated at £66,000,000. The executive subsequently reviewed the position and decided to convene a national conference for August 12th when arrangements will probably be made to take a strike ballot. A serious crisis is threatened by the end of August, when the returns will be available.

## BRITISH RAILWAYS.

### LARGE INCREASES IN RAILWAY FARES.

LONDON, July 26th.

As anticipated, the report of the advisory committee on railway rates recommends from August 5th an increased charge for ordinary passenger tickets (which are now 50 per cent. above pre-war fares) to 75 per cent., also an increase for season tickets varying from ten to twenty per cent. on the present rates.

The Committee also recommends various increases in workmen's fares, some of which, the report says, have been unjustifiably low. The maximum increase is limited to 200 per cent. above pre-war rates.

The Government's decision on the report is expected on Wednesday.

Meanwhile the public agitation against raising the fares in the middle of the holiday season goes on unabated.

## LUXURIOUS OCEAN TRAVEL.

### SUCCESSFUL TELEPHONIC EXPERIMENTS.

ST. JOHN'S, July 28th.

The wireless telephone experiments mentioned four days ago continue. The Premier, the Hon. Richard Squires, and the Hon. Sir Patrick McGrath, conversed without difficulty with the *Victorian* when she was 600 miles off Cape Race, cordially welcoming Lord Burnham and his co-delegates.

Colonel Parkinson, representative of the Canadian Press aboard the *Victorian*, telephoned a complimentary message to the Canadian Press.

The *Victorian* heard the National Anthem sung from Chelmsford, a distance of 2,100 miles.

## THE MANDATE.

### WILL NOT BE READY FOR TO-MORROW.

LONDON, July 26th.

In the House of Commons, replying to Major the Hon. Ormsby-Gore, Mr. Lloyd George said it was unlikely that the mandates for the mandated territories would be ready for submission to the Council of the League of Nations at San Sebastian on July 30th.

## THE HOUSE OF COMMONS.

### A NEW LABOUR MEMBER.

LONDON, July 26th.

As anticipated, Mr. Evan Davies (Labourite) has been returned unopposed for Ebbw Vale, vice Mr. Richards, resigned.

## COUNTY CRICKET.

### KENT DEFEATS SURREY.

LONDON, July 26th.

Kent beat Surrey by an innings and 32 took. Fairservice took six wickets for 22 runs in the first innings and four wickets for 36 runs in the second innings. Woolley captured four wickets for 31 runs in the first innings and 4 wickets for 20 runs in the second innings.

Warwickshire beat Leicestershire by nine wickets.

Hampshire beat Worcestershire by an innings and 138 runs.

## THE DELAYED CANADIAN AND AMERICAN MAILS.

### AN EXPLANATION.

We learn from Northern papers that a cable was received from Canada by the C.P.O.S. offices in Yokohama regarding the departure of the *Empress of Asia* from Vancouver without mails.

According to the cable the Canadian mail contract has been cancelled and mail in the future will be charged for not according to the number of sacks but according to the number of cubic feet it occupies in the ship.

It stated that the mail Yokohama merchants expected on the *Empress of Asia* was loaded on the boat in good time.

The five thousand sacks contained American, Canadian and English mails among which were many bills of lading for freight brought from America on other steamers.

These bills of lading, together with important letters, were needed by foreign merchants in Yokohama and the news that the *Asia* had brought no mail whatever, caused much inconvenience to numerous business houses.

It was taken off the boat by an order, issued at the Canadian Postal office, as the result of the contract change.

The cable contained no word as to the arrangement for getting the mail across the ocean.

It is possible that the *Montcalm*, which sailed July 10th is carrying the 5,000 sacks of mail. Merchants in Yokohama were more inclined to believe, however, that it will come on the *Siberia Maru*, due in Yokohama July 25th.

[Our information is that it is coming on the *Great Northern*, the steamer on which a large party of American Congressmen is making a trip to the Orient. This steamer is expected to arrive here from Manila to-morrow or Saturday.—ED., *H.D.P.*]

The *Japan Gazette*, commenting on the subject says:—There are two points suggested by this message, the first being that it by no means adequately explains the criminal recklessness of the parties responsible for delaying the mails at Vancouver. The mails passing between great commercial countries these days are so essential to the conduct of business that they have long received the special protection and, in the case of infant trade, subsidization of Governments. Thousands of tons of cargo in the very *Empress*, from which this mail was removed, cannot be delivered or used in transactions, for the lack of documents that were undoubtedly sent in that mail. The number of people thereby inconvenienced, and actually distressed by this "casual" act, is, therefore, incalculable, while the times are so critical, in a business sense, that any general interference of this kind with the mail-service might have very serious effects on international trade. This is why there has grown around the transportation of "the mails," an atmosphere almost of sanctity, and it is considered especially criminal for any official to interfere with their rapid, safe transit under *any pretext whatever*. That is what makes this Vancouver incident so inexplicable. If the Canadian Mail Contract were cancelled—as seems natural, seeing that there has just been a change of Government at Ottawa, with possibly a change of policy as to mail transportation—that was no reason for stopping the passage of the mails. The mails could have gone forward as usual and any change involving charges for its transport could have been adjusted later. It must again and again be insisted by the mercantile communities of the world that there shall be no interference with the transit of the mails on any account whatever. The communities that have suffered by this extraordinary lapse would do well not to fail to seek the parties responsible, to complain vigorously and if possible claim damages. They are certainly entitled to a better explanation than that "the Mail Contract was cancelled," and the more outcry made on this incident in official quarters now, the less likely is such a heinous violation of commercial morality likely to recur.

The second point suggested by this Montreal message is the indication it conveys that Canadian Mail-transportation is about to be changed from an official basis of subsidy to one of ordinary commerce. Hitherto a nominal yearly subsidy has been paid, the relic of the early days when foreign trade and the mails were alike light, and some encouragment was needed to insure regular transportation of such a vital factor of successful commerce. Now, however, all mails carried under Canadian auspices will be charged at a rate per cubic foot occupied—the same method under which merchandize is charged—and evidently a much fairer method for the carrier. This is a feature of the subject that will appeal to the Japanese, who cling to their subsidies long after they are needed, and have to pay for the fact internationally. There are Japanese Shipping Companies which receive annually as much as £350,000 subsidy and yet can pay an annual and *interim* dividend of 100 per cent. Domestically, that is nothing but a system whereby the Government takes the money from the pockets of the tax-payers as a whole with one hand, and then, with the other, hands over the money to the small number of shareholders in the Companies concerned. In other words, it is a flagrant example of the principle of taxation of the masses for the benefit of a class—a principle long recognised as economically vicious. Internationally, the system of unnecessary subsidies works hardship to competitors, and because it engenders in them a sense of injustice and unfair treatment, gradually arouses resentment and creates serious international trouble. That is the feeling that apparently the Jones Bill in America has aroused in Japan, and yet there is little doubt that this Jones Bill is in part an answer to Japan's huge and inexcusable Shipping Subsidies.

The retraction of the public mails at Vancouver was a serious blunder, for which it may be hoped some one will be duly called to account, but the incident will not have been entirely in vain if it call attention to and "rub in" the seriousness of such a blunder so as to reduce the possibility of its repetition. Incidentally, too, the partial "explanation," so far vouchsafed, may be usefully assimilated by Japan, in so far as it tells of a change in mail-carriage from a subsidy to a commercial system, as a hint to go and do likewise.

## LEYLAND HODGSON REVUE CO.

### LAST NIGHT'S PERFORMANCE.

There was a fairly good house last night at the Theatre Royal when the Leyland Hodgson Revue Co., presented a musical farce entitled "Have a Nibble." The revue was interspersed with a number of songs, interesting and eccentric dances and humorous interludes, which kept the house in roars of laughter. The part of "Nibbles" which was originally to have been played by Mr. Jack Gordon, was taken by Mr. Pat Keogh, as the former became ill shortly before the performance. Nothing, however, was lost, for Mr. Keogh proved himself a veritable humorist, with a large stock of jokes at his command. Miss Florence Harrington, as an actress, filled the *rôle* with vivacity and charm. Mr. Leyland Hodgson, Miss Kitty Desmond, Miss Helen Suttie, and Mr. Chris Botly rendered a number of songs assisted by a chorus which was exceptionally good. Mr. Percy Beaverstock as a detective proved amusing. Taken as a whole, the revue proved a success and it is to be hoped that a good house will be present to-night when "Persiana" is played, a revue which is stated to be one of the best in the Company's repertoire.

## EARL HAIG'S APPEAL.

### MINISTER OF LABOUR AND EX-SERVICE MEN.

#### TRADE UNION BRANCHES REBUKED.

Mr. Macnamara, Minister of Labour, in a Parliamentary answer to Mr. Mills, associated himself recently with Earl Haig's recent appeal on behalf of ex-Service men. He adds that in the attitude of certain branches of Trade Unions there is a failure to appreciate the country's indebtedness to the men on whose behalf the Field-Marshal appeals.

I have read (said Mr. Macnamara) a report of Lord Haig's speech. With the appeal he makes on behalf of his old comrades in the field I need not say we all of us desire to be associated. At the present time in the United Kingdom there are drawing the unemployment donation 195,000 ex-Service men, and of that number 24,000 are disabled. At the beginning of the year the corresponding figures were respectively 388,000 and 39,000. These figures, I am glad to say, show improvement which, though good so far as it goes, is by no means good enough; and we are making every endeavour, both as regards the fit men and the disabled men, to do the right thing by those who deserve so well of their country. As regards the absorption of ex-Service men in civil employment without training, my hon. friend can see roughly how the figures have been affected during the last six months. But we really need to continue, and indeed quicken, our efforts on behalf of these men. I am actively engaged at the present time in consultation with those best able to advise me as to the best steps to take to secure greater progress.

With regard to the general attitude of the Trade Unions so far as it affects the training of disabled men, I am glad to say that many Unions have been helpful. But there has been opposition from the local branches and members of some of the Unions. I cannot help thinking, and have frequently expressed the view, that where difficulties have been emphasised by local branches of the Trade Unions there is a failure to appreciate the indebtedness under which we all rest—Trade Union members and others—to those on whose behalf Lord Haig appeals. With the help of the Trade Unions which have given their assistance and encouragement we have been able to do a great deal and to reduce the amount of unemployment. We are, as I say, by no means satisfied, and are pursuing the matter day by day in order that we may find a satisfactory solution to a problem which must, I feel sure, appeal to the conscience of the whole nation.

[TO THE EDITOR OF "THE MORNING POST."]

SIR,—Is it not a disgraceful thing that Field-Marshal Earl Haig should have to make a private appeal for the sum of £5,000,000, in order to help those disabled and unemployed officers, who, by responding to the call of their King and Country in the late war, have sacrificed their prospects and careers, and are now in such a predicament that this appeal has become absolutely necessary? Surely, this is a matter for Parliament to deal with. When one considers that the sum of £5,000,000 is only a portion of what was once our daily expenditure, it seems no great thing to suggest that the country would be better, richer, and more contented if all the cases in question were dealt with, not by the efforts of *private* charity, but by the grateful recognition of national responsibility. Thus would we win a happier peace, by not forgetting those who made peace possible.

Yours, etc.,

A. H. SMITH-DORRIEN,
Rear-Admiral.

Berkhamsted, June 11th.

"I am a great believer in the future of the British Colonial Empire," Lord Milner said in a recent public speech. "I am thinking specially of the tropical and subtropical possessions of the Crown. I think their proper development is of enormous importance, not only to the inhabitants of those countries, but to this country and humanity generally. They are bursting with wealth, and their natural resources are only partially developed. Their future depends more than anything upon the development of the practical application of science."

## NEW NAMES ON MAP OF AFRICA.

### GERMAN EAST AFRICA NOW TANGANYIKA TERRITORY.

**A new country has taken its place on the** African map. German East Africa has been divided up between Great Britain and Belgium and the lion's share, which goes to the British, has been renamed Tanganyika Territory by the British Foreign Office. It comprises 366 of the 384,000 square miles formerly under German rule, and the remaining eighteen thousand square miles have been assigned to Belgium as an addition to the Belgian Congo. This decision of the Supreme Council was made public early in March, 1920.

BY MANDATE THEORETICALLY.

Theoretically both Belgium and Britain are taking over the governmental control of these vast regions as mandatories of the League of Nations, how far this arrangement shall ultimately differ from absolute ownership will depend upon the fortunes of the League, which thus far is too weak to have much real power in such matters.

Belgium gave substantial help to the conquest of German East Africa, and as a reward for that help she receives the two large provinces of Ruanda and Urundi, with the exception of a strip on the east, which she concedes to Great Britain in order to facilitate the building of a railway from Tanganyika Territory northward to Uganda. This line is an indispensable link in the Cape to Cairo Railway, which Cecil Rhodes dreamed of, but which Great Britain is now planning to construct. In return for her consent to this connection between South Africa and Egypt, Belgium received important concessions at other points.

A CONCESSION TO BELGIUM.

The British acceded to the Belgian desire for a free outlet from the central regions of the Belgian Congo by means of a railway running from Kigoma Ujiji, on Lake Tanganyika, to Dar-es-Salaam, where goods could be stored; the Belgians also have the right to haul merchandise from the lake to the ocean in their own cars.

Some time must elapse before the new Anglo-Belgian frontier can be located exactly, as it depends to a slight extent upon the route chosen for the British railway to Uganda; but as, under the agreement, it cannot vary more than ten miles from the boundary shown by the line of heavy crosses on the map, this marks the ultimate frontier for all practical purposes. The Germans, to develop the great possibilities of Ruanda, in 1913 surveyed a route for a railway from Tabora (on the Kigoma-Dar-es-Salaam line) to the Kukera River where it bends south from the British Uganda boundary. The British have adopted the German project and propose to continue the line into Western Uganda, where, in time, it will be connected with the system that is to run to Cairo.

AREA GREATER THAN GERMANY.

While Great Britain thus adds to its colonial empire a region greater than the whole of Germany before the war, Belgium also acquires eighteen thousand square miles of territory of great actual and potential value. Ruanda is densely populated and of a healthy climate, owing to its altitude; it is one of the most important cattle regions in all Africa. Belgium, with this new acquisition, becomes supreme ruler over 1 million square miles of tropical Africa.—*Current History.*

## THE PRINCE IN THE RAILWAY ACCIDENT

### ADMIRAL HALSEY'S STATEMENT.

Admiral Halsey made the following statement to the Australian Press representatives:—"When the accident occurred the Prince was in the sleeping apartment talking to me. He was sitting on my bed. I was sitting on the arm of a chair writing a letter when the car began to bump violently. The Prince said, "Something is wrong." I looked quickly out of the window, and replied, "We are off the rails." There was nothing to be done; it was no good getting panicky. We both sat tight. Then the car headed over, and capsized on its side. The Prince was all right. The bed on which the Prince was sitting ran crosswise athwart the compartment. All the bedclothes fell against the end of the bed next to the wall of the car, which had fallen over. The Prince fell against the bedclothes, which broke his fall. He came up against the end of the bed, which was against the wall of the car. The wall was scraping over the metals and sleepers. I was thrown to the door and fell against the window, which broke. I was against the side of the car, which was being scraped over the line. I could see the rail and sleepers against which the car was grinding. All the furniture in the car, including a table and heavy chairs, was flung on top of me. I have had many narrow escapes in my time. This one was certainly the narrowest. The Prince remained perfectly calm and self-possessed. The reason why we did not emerge sooner was that we had to collect our effects. My despatch box was open. Many papers of the utmost importance were scattered about the car. I had to collect them carefully and put them away before leaving. The Prince also had to collect his belongings. Our sleeping apartment was in the centre of the Royal car. We were completely cut off from the ordinary exit when the car toppled over. After some time we were helped up through the window, which then formed part of the roof of the capsized car. I do not understand how it was the Prince and I were not killed. I can express no opinion regarding the cause of the accident.

Immediately after the cars overturned the kitchen of the Ministerial car took fire while the Prince and Admiral Halsey were still imprisoned in the adjoining car. The cooks and attendants climbed to the roof of the Ministerial car and poured buckets of water on the fire extinguishing it. A curious chain of events preceded the accident. A bullock got on the track near a small roadside station called Wilgerup. The driver of the first engine had to stop the train, descend to the track and throw stones at the bullock to compel it to clear off. On resuming the train had not got up speed when the derailment happened. The train was only going 12-mile an hour. If it had been going at the previous pace of 20 to 25 miles it would have been a most terrible disaster.

# Appreciation



HAIG & HAIG FIVE STARS SCOTS WHISKY

is sought after and appreciated because of its scarcity and supreme excellence of flavour. No other is so rich or delicate.

The quality bears a reputation of 240 years.

It is found in all good clubs and cultured homes and wherever discerning users of stimulants meet and have fellowship. Be prepared to pay a little more for the Haig & Haig quality.



*Draw the cork and Haig & Haig Five Stars Scots Whisky will sing its own praises.*

*The quantity is limited, the quality is rare. You cannot get it everywhere.*

**Haig & Haig Five Stars Scots Whisky**

PLACE YOUR ORDERS IN ADVANCE TO MAKE AS SURE AS YOU CAN OF SUPPLIES.

*DISTRIBUTING AGENT:*

DONNELLY & WHYTE.

HONGKONG.

87


## SHIPPING SCANDAL.

### THE FIRST CLASS PASSENGERS' GRIEVANCES.

### CONDITIONS ON THE "HUNTSGREEN."

The special Parliamentary correspondent of the *Singapore Free Press*, writing from the House of Commons, on June 8th, says:

Mr. Houston, the great Liverpool shipowner, has performed a public service by ventilating some of the grievances from which passengers to the Far East have suffered. The totally insufficient accommodation provided for first-class passengers has too frequently been the subject of bitter complaint and it is hoped that now the matter has been brought to the notice of Parliament action will be taken to remove the grievances. I am informed that the conditions on board the *Huntsgreen* were not by any means exaggerated by Mr. Houston and that the victims included several passengers to Singapore.

The matter was brought forward by Mr. Houston asking Colonel Wilson, the Parliamentary Secretary to the Shipping Controller, the following series of question: Whether the transport *Huntsgreen*, formerly the Norddeutscher Lloyd steamer *Derfflinger*, which sailed from this country on or about March 19th last for Bombay, Singapore, and Hongkong, embarked a large number of troops, families, ladies, and repatriated officers and men; whether he is aware that, whilst no complaint was made in connection with the first class accommodation, the allocation of same and the arrangements in connection with the embarkation of the passengers were deplorable; whether he is aware that a large portion of the second class accommodation was used for officers and their wives and families entitled to first class accommodation, and that to gain access to this second class accommodation the occupants, including the ladies, required to pass along the after well deck occupied by troops' latrines, and wash-houses, often in a filthy condition; that as these second class cabins, occupied by first class passengers, were aft of the second-class saloon, it was necessary for the ladies to frequently pass through the saloon whilst the warrant and non-commissioned officers were at their meals; that, while the ladies were subjected to this inconvenience, a number of unmarried subalterns were quartered in the first class state rooms; whether he is aware that no intimation of having to accept second class accommodation under the circumstances was given to anyone until actually on board; whether he is aware that a captain in the Royal Army Medical Corps, his wife, and four daughters aged 22, 20, 14, and 12 were allotted to and expected to occupy one four-berth cabin in the second class accommodation; whether he is aware that for 13 days during the voyage no fresh water was obtainable in the second class cabins; can he state which Government department was responsible for the unsatisfactory condition attending the embarkation of the passengers and can he give any assurance that further passengers proceeding to the East shall receive better consideration and conditions.

Colonel Wilson, in reply, said: I am afraid I cannot undertake to give detailed answers to all the numerous points raised in this long question, and I had not previously heard that complaints had been made as to the character of the accommodation provided on this vessel. I have gone very carefully into each of these points mentioned in the question, and am satisfied that, though, owing to extreme pressure on passenger accommodation to the Far East, it was not possible to give precisely the same character of accommodation as under normal conditions, every effort was made by the officers of the Ministry of Shipping and War Office to secure that the ship would be in every respect fit for the carriage of the passengers.


We sell and stock the Best Egyptian Cigarettes.

# "MELACHRINO"

| | Selling Price per 100 (for local consumption) | Price for Export per 100 |
|---|---|---|
| No. 1 | $4.75 | $4.50 |
| „ 4 | 3.75 | 3.50 |
| „ 5 | 3.25 | 3.05 |
| „ 8 | 2.25 | 2.05 |
| „ 9 | 2.25 | 2.05 |
| „ C | 3.50 | 3.25 |
| Imperial | 3.50 | 3.25 |

LESS 10%

(For a few weeks only).

TABAQUERIA FILIPINA,

10, DES VŒUX ROAD, CENTRAL.

Telephone 3559.

83

ASAHI BEER




SOLE AGENTS:

MITSUI BUSSAN KAISHA

THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Bladder Ailments. No. 2 for Chronic Venereal Diseases. No. 3 for Chronic Venereal Diseases.

SOLD BY LEADING CHEMISTS EVERYWHERE.

DR. LAROCHE Med. Co. Successors to A. DE VRY & Co.

THE TRADE MARKED "HEADS" THEREON. SEE THAT NONE OTHER ARE OFFERED TO YOU.

THE SUNSTRAND ADDING MACHINE

WILL SPEED UP YOUR OFFICE WORK.

Let us Demonstrate.

ALEX ROSS & Co.

25 DES VOEUX Rd C GARAGE KOWLOON

TEL 27 TEL K417



Your Baby's Welfare.

Your dearest wish is for Baby to be well and happy. Then you must pay particular attention to his food, for his welfare depends as much on that as on anything. The Allenburys Foods are practically identical with mother's milk. Baby's natural food. Baby could have nothing purer or safer than

The Allenburys Foods

Make Baby Happy and Strong.

MILK FOOD No. 1 — From birth to 3 months
MILK FOOD No. 2 — From 3 to 6 months
MALTED FOOD No. 3 From 6 months upwards

Obtainable of all Chemists

ALLEN & HANBURYS Ltd., London



Trade Mark

120

CUTICURA HEALS BURNING RASH

On Back. Itching Terrible. Could Not Rest At Night.

"My trouble started on my back and I was one mass of a hard, burning rash. It caused much suffering, and the itching was terrible so that I could have torn myself to pieces. I could not rest at night.

"At last I saw an advertisement for Cuticura Soap and Ointment, and I got them. I felt the benefit after a few days, and after using about six weeks' treatment I was healed." (Signed) Mrs. Annie E. Northridge, 52, Merton Lane, Wincobank, Nr. Sheffield, England.

These fragrant emollients are all you need for all toilet purposes. Soap to cleanse, Ointment to heal.

Soap 1s. Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each free address: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Also for mail orders with price. Cuticura Soap shaves without mug.

24-14

Glover's Famous Dog Remedies

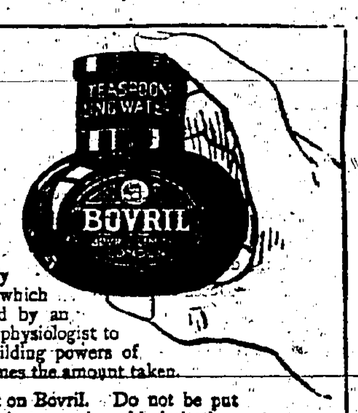
Learn the Cure and Prevention of the diseases of your dog.

Book on "Dog Diseases and How to Feed" Sent free on request.

H. Clay Glover Co., Inc.
118 West 31st St.
New York, U.S.A.
Agents: MULLER & PHIPPS (Asia) Ltd., Hong Kong

1164

This is the Bottle




Bovril is the only beef preparation which has been proved by an eminent British physiologist to contain body-building powers of from 10 to 20 times the amount taken.

Therefore, insist on Bovril. Do not be put off with any substitute or colourable imitation.

BOVRIL

Noble's VALUE IS WORLD FAMOUS



Famous, not only in the Old Country, but throughout the World, are the superb values obtainable from John Noble's.

**You should send to-day for the wonderful 68 page Catalogue,** giving full particulars and hundreds of illustrations of the very latest styles in Women's, Men's and Children's Wear, Dress Materials, Footwear and all kinds of Household Requirements, such as Linens, Sheetings, Curtains, Bedding, Cutlery, etc.

Buy all such goods direct from England—from Noble's, the actual manufacturers, and thus save middle profits. Everything offered you by Noble's will give you extreme satisfaction in quality of material, design, workmanship and price.

To save writing to England in the first place, copies of John Noble's Catalogue may be obtained, post free, from the "Hong Kong Daily Press," Hong Kong

PATTERNS John Noble, Ltd., will gladly send a splendid selection of patterns of dress materials, post free, on application to Manchester.

REMITTANCES (in full) should whenever possible be sent by Money Order, or by Bank Draft, payable at sight on London or Manchester.

JOHN NOBLE LTD. Manchester, England

167


## ENGLISH CLOTH FOR GERMAN POLICE.

### MANUFACTURERS' PROTEST.

The *Vossische Zeitung* published on May 22nd an article from "a reliable source," complaining that in order to provide the Sicherheitspolizei, or Green Police, with uniforms, the authorities had purchased English cloth at prices greatly exceeding those which German firms were prepared to accept. About two months ago, the writer says, the Beschaffungsstele (Supply Department) of the Sicherheitspolizei received from the Government department responsible an import licence for 300,000 metres of cloth at the fixed price of 75,000,000 marks, and a few weeks later a further licence was issued for the import of 400,000 metres at a price of just over 79,000,000 marks.

German firms were willing to provide the cloth at the price of 170 marks per metre, most of it at once and the remainder in four or five weeks, and made every effort to obtain the contract, but in vain. The writer continues that the English cloth was khaki colour and had to be dyed. It ultimately cost 293 marks per metre, a total of over 205,000,000 marks, as a compared with a total of 119,000,000 marks for which the cloth could have been obtained from German firms.

The Ministry of the Interior denies that the facts are as stated by the contributor of the *Vossische Zeitung*. It declares that for more than a year the Supply Department of the Sicherheitspolizei has been endeavouring to secure clothing for the police and has conducted correspondence with a number of German firms without result. The authorities have made every effort to obtain cloth at home, but German industry has been unable to supply it and only now, when the exchange has risen suddenly, comes forward with tenders. The Ministry announces that the matter will be judicially investigated in public.

# DODWELL & COMPANY. LD.

STEAMSHIP SERVICES.

Regular Sailings to

**NEW YORK**

via Panama Canal.

S.S. "LOWTHER CASTLE" ... on or about 31st July.
S.S. "EGREMONT CASTLE" ... on or about 12th Sept.

**LLOYD TRIESTINO**

For SHANGHAI & JAPAN

SS "INNSBRUCK" ... on or about 31st July.
S.S. "HUNGARIA" ... on or about 31st August.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG & COLOMBO

S.S. "PILSNA ... on or about 9th August.
S.S. "INNSBRUCK" ... on or about 6th September.
S.S. "HUNGARIA" ... on or about 3rd October.

**NANYO YUSEN KAISHA, Ltd.**

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "BORNEO MARU" ... sailing on or about 2nd Aug.

For JAVA.

S.S. "RIOJUN MARU" ... sailing on or about 30th July.

**OCEAN TRANSPORT Co., Ltd.**

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

connecting with

S.S. "UMONA" sailing from CALCUTTA ... on or about 30th August.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,
Agents

110

**CHINA MAIL S.S. CO., LTD.**

FREIGHT AND PASSENGERS

"NANKING" 15,000 tons — "CHINA" 10,200 tons — "NILE" 11,000 tons

SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" Aug. 19th. — "CHINA" Sept. 24th. — "NILE" Aug. 28th.

An unsurpassed high-class passenger service.

O. H. RITTER, Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

**PACIFIC MAIL S.S. CO.**

U.S. MAIL LINE

Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Aug. 11th.

ALSO

HONGKONG—CALCUTTA SERVICE.

S.S. "LAKE GITANO" Friday, July 30th for Singapore, Haiphong and Saigon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Cuba and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions.
Cable Address "SCANO"
Telephone 141.

**LOS ANGELES PACIFIC NAVIGATION COMPANY**

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

| Due Iswakoe | About | Sailing | About |
|---|---|---|---|
| S.S. WEST MONTOP... | July 31st. | S.S. WEST MONTOP... | Aug. 3rd. |
| S.S. WEST HIKA ... | Aug. 22nd | S.S. WEST HIKA ... | Aug. 25th. |
| S.S. VINITA ... | Sept. 12th. | S.S. VINITA ... | Sept. 15th. |
| S.S. WEST HIXTON ... | Oct. 7th. | S.S. WEST HIXTON... | Oct. 10th |

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route Shipside connection with the Salthake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Cal.
Branch Office:—Kobe, Shanghai, Manila, Singapore.
Hongkong Office:—Prince Building, Chater R. Tel. No. 1082.

CHA E. RICHARDSON
General Agent for South China

4631


## PROGRESS IN TIBET.

### NEW POST OFFICE AND MINT.

Tibet seems to be making progress, says the *Times of India*. A new mint is being set up near the Dalai Lama's palace (called Horoulling). Two minting machines have been imported and the old method of turning out coins by hand is discarded. A gold coin called ser-tank weighing 1 tola, and of the face value of Rs. 4 has been put in circulation; also a silver dollar, called sang, of the face value of Rs. 2-8 has been introduced. Also a copper coin, similar in shape to the Indian nickel anna bit, has been minted and is freely circulating.

Currency notes of different denominations—5 and 10 and 50 and 100 tonka notes (3 tonkas equal to one rupee) have been printed on strong paper of Tibetan manufacture and are greatly appreciated by the traders. These are printed from wooden blocks. The border bears designs of flowers and the value of the note and the centre has the impression of the seal of the Dalai Lama in red.

POST OFFICE.

The present building is built on the ruins of an erstwhile Chinese temple which was razed to the ground only a few years ago. At present the Post Office mainly carries letters and parcels. Other features, such as the V.P. system, and the money order system will be introduced very shortly. The present method of work of the Postal official needs a great deal of improvement; for instance, senders of registered letters have to wait for two or three days before they can obtain the necessary receipts of posting.

Lately a Tibetan gentleman named Kipug was trained in Kalimpong in telegraph signalling. He has now returned after completing his studies and is doing up the complicated Tibetan alphabet in Morse code. Wood for telegraph poles has been collected in many localities between Gyantse and Lhasa, but there seems to be no wire for them.

NO SIGNS OF BOLSHEVISM.

There are now only about 300 half-bred Chinese in Lhasa who work as barbers, carpenters and bakers, etc. No other Chinese are there now, and the people do not wish them any good. All houses and other buildings that were formerly owned by the Chinese have been razed to the ground. The people and the officials are all favourably disposed towards the British. The country is tranquil and there are no signs of Bolshevist penetration.

There are no prisons in Lhasa and the prisoners after sentence is pronounced are fettered with loose fetters and let loose. They subsist by begging from door to door. They are a common sight in Lhasa.

There is a scarcity of foodstuffs this year and prices are very high. Barley, flour and yak-beef, which is the staple food of the people, are very dear. The former is 2 seers the rupee and is sold by measure and not by weight, as the grain sellers do not possess scales, and beef about a rupee a seer. Barley flour is converted into a home-made liquor called chhang and hence, combined with the poor crops of last year, it has risen in price. A tax on chhang would relieve the situation and also replenish the coffers of the Dalai Lama. Beef, mutton and pork are sold each in a separate market. Sugar is about Rs. 5 to the seer and a packet of Battle-Axe cigarettes, of which the people are very fond, an anna and a half. Foot and mouth disease has broken out among the yaks all along the trade route between India and Lhasa and numberless animals have died.

SANITATION.

Conservancy arrangements are non-existent and the filth and stench are unbearable in summer. The water supply is very defective and tainted. There is only one decent road on the outskirts of the city. Ownerless dogs of all sorts are everywhere. The police system is not worth much. People dare not go to the suburbs at night after the curfew gun has been fired at nine. Even the lanes inside the city are not safe at nights.

Lhasa gets spring cleaned once a year, in April, on the occasion of a festival when the Lamas are given the run of the city and the houses are made neat and trim and the yards swept. Each householder is made responsible for the bit of street in front of him and woe betide any unlucky family whose work is not properly done, they are mercilessly beaten.

The Dalai Lama is very partial to horses and dogs, and he has stables and kennels full of the best in the country. He is fortunate in having as his able City Governor and Commander-in-Chief Tsharong Sawang Chhampo, who has introduced all the reforms enumerated above and has many more in hand.

## COST OF A SUIT.

### PERHAPS LESS THAN 20 GUINEAS NEXT WINTER.

In the House of Commons, recently, Mr. Hurd (U. Frome, Somerset) asked the President of the Board of Trade whether he was aware that the average price for best quality, British made, worsted suits was now approximately, and allowing for exchange, in New York £60, in Paris 50 guineas, in Berlin £200, and in Montreal £35; and how these prices compared with those charged for similar suits to British consumers in Britain.

Sir Robert Horne said the price of best quality worsted suiting made by high class tailors in Britain was approximately from 16 guineas to 18 guineas, though prices varied to some extent according to locality. He had no information bearing out the statements in the question as to the prices abroad, but he understood that the prices of British made suits were considerably higher in foreign markets than in Britain.

Replying to a further question Sir Robert Horne said he understood that fancy worsted suitings of the best quality were being offered to London tailors at from 40s. to 45s. per yard. The price charged per suit depended to some extent on the locality and the class of tailor employed. He was advised that a suit made of 19oz. fancy worsted ought not to cost more than twenty guineas next winter. The increased price was due to a number of facts, including the increase in the price of all merino wool, the rise in wages, the reduction in hours, and the increase for repairs and renewals of plant. Suits of sound quality ought, of course, to be obtained at a much lower price.


THEATRE ROYAL.

LAST TWO NIGHTS.

TO-NIGHT TO-NIGHT

THURSDAY, JULY 29TH:

THE

**LEYLAND HODGSON**

REVUE CO.

IN

**"ROSEBUDS"**

FRIDAY, JULY 30TH:

POSITIVELY OUR LAST NIGHT

**"PERSIANA"**

THE SUCCESSFUL LONDON REVUE.

BOOKING AT MOUTRIE'S.

[1223

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Dayspring."

[78

JUST ARRIVED

A CONSIGNMENT OF

MESSRS. SHANKS & CO., LTD.

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE.

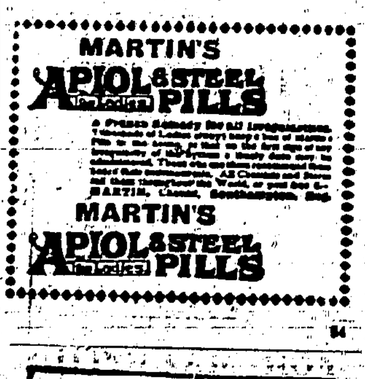
**C. E. WARREN & Co., Ltd.,**

82, Des Voeux Road Central,

Established 1900.

[331




84




# INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI via SWATOW ... "HANGSANG" Fri., 30th July, D'light.
MANILA ... "YUENSANG" ...Fri 30th July, 3 p.m.
SHANGHAI ... "TUNGSHING" Sun., 1st Aug. D'light.
TIENTSIN via SWATOW-WEIHAIWEI & CHEFOO "CHIPSHING" Sun., 1st Aug. D'light.
HAICHO via HOIHOW "LOKSANG" ...Sun., 1st Aug. 8 a.m.
KANAGAWA ... "HINSANG" ...Sat., 7th Aug. Noon

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuadat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

**CALCUTTA LINE.**

Cargo accepted on Through Bills of Lading (Transhipment at Singapore) to RANGOON, PORT SWETTENHAM MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE No. 215.

# GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

| Vessel | Due Hongkong |
|---|---|
| "GLENSANDA" | 2nd Aug. |
| "GLENARIFFE" | 8th Aug. |

HOMEWARDS.

| Vessel | Leaves Hongkong | Discharges |
|---|---|---|
| "GLENGYLE" | 2nd Aug. | GENOA, LONDON & ANTWERP. |
| M/V. "GLENTARA" | about 12th Aug. | GENOA, LONDON & ANTWERP. |
| M/V. "GLENAMOY" | 22nd Aug. | LONDON & ROTTERDAM |
| S/S. "GLENSANDA" | 6th Sept. | LONDON & ANTWERP. |
| M/V. "GLENARIFFE" | Middle of September | GENOA, LONDON & ANTWERP. |
| "CARNARVONSHIRE" | End of Sept. | GENOA, LONDON & ANTWERP. |

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

AGENTS: { The Glen Line, Ltd:
The Royal Mail Steam Packet Co
Owners of "Shire" Line:

Tel. No. 215, sub. ex 22.

Cable Address
Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sanno 2844, 2942

# KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ..... ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASATA ABE.

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

(And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, Bund, Kobe.

125

# SHIPPING NEWS

## ARRIVALS.

July 28th.

*Chenan*, British str., 1,355 tons, Capt. Purslow, from Shanghai, with a general cargo.—B. & S.

*Chungwa*, Chinese str., 558 tons, Capt. Anderson, from Hoihow, with a general cargo.—Wo Fat Shing.

*Eldor*, American str., 1,754 tons, Capt. Mills, from Shanghai, with a general cargo.—Struthers & Dixon.

*Hsin Chang*, Chinese str., 1,258 tons, Capt. Wallace, from Tientsin, with a general cargo.—C.M.S.N. Co.

*Iyo Maru*, Japanese str., 3,667 tons, Capt. Murazumi, from Shanghai, with a general cargo.—N.Y.K.

*Kwang Lee*, Chinese str., 1,468 tons, Capt. Sangster, from Shanghai, with a general cargo.—C.M.S.N. Co.

*Luzon Maru*, Japanese str., 2,887 tons, Captain Shinozuki, from Singapore, with a general cargo.—O.S.K.

*Ningchow*, British str., 3,837 tons, Capt. Clark, from Birkenhead, with a general cargo.—B. & S.

*Riojun Maru*, Japanese str., 2,980 tons, Capt. D. Nakao, from Moji, with a general cargo.—Dodwell & Co.

*Rupara*, British str., 786 tons, Capt. Copeland, from Haihow, with a general cargo.—Nemazee.

*Singan*, British str., 1,047 tons, Capt. Pencock, from Iloilo, in ballast.—B. & S.

*Soshu Maru*, Japanese str., 1,006 tons, Capt. Harada, from Canton, with a general cargo.—O.S.K.

*Szechuen*, British str., 1,594 tons, Capt. Benson, from Canton, with a general cargo.—B. & S.

*Yue Ying Wu*, Chinese str., 516 tons, Capt. W. Anderson, from Keelung, with a cargo of coal.—Carmichael & Clark.

## CLEARANCES.

July 28th.

*Chak Sang*, for Calcutta.
*Chenan*, for Canton.
*Drufar*, for Saigon.
*Eastern*, for Kobe.
*Editor*, for Batavia.
*Hantsend*, for Moji.
*Hoihow*, for Port Courbet.
*Iyo Maru*, for London.
*Kwanglee*, for Canton.
*Lai Sang*, for Kobe.
*Soshu Maru*, for Takao.
*Sunning*, for Canton.
*Szechuen*, for Shanghai.
*Tatsuno Maru*, for Calcutta.
*Tjikoeng*, for Shanghai.
*Utrecht*, for Singapore.
*West Hassayampa*, for New York.
*Yuet Shang*, for Swatow.
*Yue Ying Wu*, for Canton.

## A DISABLED SHIP.

The *Yue Ying Wu*, which came into port on Tuesday, reports that on her voyage she towed into San Mun Bay, the *Kinkon Maru* as the latter was flying signals of distress and was disabled.

## THE S.S. "PAKLING."

The Blue Funnel s.s. *Pakling*, Capt. Jones, is still in the International Dock of the Shanghai Dock and Engineering Co., undergoing repairs which have now been nearly completed and the vessel may be expected to be ready in a short time. The whole of the *Pakling's* forefoot says the *Shanghai Gazette*, was nipped right out of her and the task of repairing her has been, to say the least, arduous and complicated but has by no means caused trouble to the engineers of the Dock Co. Upon completion of her repairs it is expected that the vessel will be loaded for London and her schedule of call at ports will include Hongkong, Manila and Singapore.

## CHINESE AND THE AUSTRALIAN COASTAL TRADE.

The following is taken from the Sydney *Herald* of July 6th:—

The New South Wales Seamen's Union has decided that no Chinese or alien labour shall be employed on the coastal and interstate trade whilst members of the organisation are out of employment.

Mr. Raeburn (secretary to the Sydney branch of the union) stated yesterday that it had come to the knowledge of the union that a Chinese-owned steamer, with a crew of Chinese aboard, had been engaged in the interstate trade between Newcastle and Port Pirie (S.A.) The steamer had taken a cargo of coal to the South Australian port, and had returned with a cargo of produce.

"We object to this vessel being manned by Chinese," he said, "particularly while hundreds of our members are out of employment. We will insist on Australian seamen being placed on such vessels when engaged in the Australian trade."

# PASSENGERS.

## ARRIVALS.

Per s.s. *Chenan*, on July 28th:—Messrs. Taylor, and Sparks, Mitchell, Mr. and Mrs. Hoppe, Mr. McGillavray, and Miss White.

## VESSELS EXPECTED.

*Bombay Maru* (Bombay line), due from Bombay August 9th.
*Calcutta Maru* (Hamburg line), due August 11th.
*Dumera*, due July 31st, at about 5 p.m.
*Innsbruck*, due July 30th.
*Kaga Maru* (European line), from London due July 29th.
*Mentor*, from Liverpool, due August 22nd.
*Monteagle*, from Vancouver, due August 5th.
*Nagato Maru*, from Liverpool, due August 8th.
*Shingo Maru* (Calcutta line), due July 30th.
*Swazi*, from Hamburg and Rotterdam, due August 10th.
*Tsian Maru* (Bombay line), due August 13th.
*Tenyo Maru*, due August 3rd.
*Torilla*, from Japan, due July 29th.
*Yokohama Maru* (European line), due August 12th.

## WEATHER REPORT.

July 28th, at 12.32.—No returns from Japan and Vladivostock.

Pressure has increased slightly at the majority of reporting stations; the trough of relatively low pressure remains stationary.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 64.14 inches against an average of 50.26 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| DISTRICT | FORECAST. |
|---|---|
| Hongkong to Gap Rock | E. and N.E. winds, moderate; fair. |
| Formosa Channel | The same as No. 1. |
| South coast of China between Hongkong and Lamocks | The same as No. 1. |
| Southcoast of China between Hongkong and Hainan | The same as No. 1. |

## HONGKONG TIDE TABLE.

From July 29th to Aug. 4th, 1920.

| Days of Week | Days of Month | High Water H'kong Standard Time. | High Water Height. | Low Water H'kong Standard Time. | Low Water Height. |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft in. |
| Thur | 29 | m 7 53 | 6 8 | m 1 41 | 3 3 |
| | | 10 8 a | 4 3 | 3 14 a | 1 0 |
| Fri. | 30 | m 8 26 | 7 1 | m 2 7 | 3 1 |
| | | 10 30 a | 4 4 | 3 45 a | 0 9 |
| Satur | 31 | m 9 0 | 7 2 | m 2 49 | 3 0 |
| | | 10 59 a | 4 5 | 4 15 a | 0 8 |
| Sun. | 1 | m 9 35 | 7 2 | m 3 28 | 2 9 |
| | | 11 30 a | 4 6 | 4 46 a | 0 9 |
| Mon. | 2 | m 10 12 | 7 2 | m 4 4 | 2 8 |
| | | 11 30 a | 4 8 | 5 18 a | 1 1 |
| Tues | 3 | m 10 51 | 6 8 | m 4 38 | 3 7 |
| | | 11 55 a | 5 0 | 5 51 a | 1 4 |
| Wed | 4 | m 11 33 a | 6 4 | m 5 18 | 2 7 |
| | | | | 6 24 a | 1 9 |

## NOTICE TO CONSIGNEES.

THE EASTERN & AUSTRALIAN SS COMPANY'S

"EASTERN"

Arrived Hongkong on July 27th, 1920.

FROM AUSTRALIA & MANILA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 6 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, July 27th, 1920. 1261

# NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship

"CHAKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st Aug., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, July 26th, 1920. [1255

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LAISANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st July, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamers must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, July 26th, 1920. [1256

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE
VETARZO BLOOD MEDICINE, BRAIN AND NERVE FOOD.
Total Bottles of the Sole Agents in Hongkong
MALT & CHEMICAL EXTRACTION.
DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
LIVERPOOL ENG. LONDON, ENGLAND

# VESSELS ADVERTISED AS LOADING

| DESTINATION | VESSEL'S NAME | FLAG | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|
| NEW YORK via SUEZ | City of Oran... | Brit | The Bank Line, Ltd. | On 31st inst. |
| NEW YORK via PANAMA CANAL | Lowther Castle | Brit. | Dodwell & Co., Ltd. | About 31st inst. |
| NEW YORK & or BOSTON via PANAMA | Saucon | Am. | The Admiral Line Pacific S.S. Co. | About 15th Aug. |
| NEW YORK via SUEZ CANAL | Akita Maru | Jap. | Nippon Yusen Kaisha | On 26th Aug |
| NEW YORK via JAPAN PORTS, SAN FRANCISCO &c. | Honolulu Maru | Jap. | Osaka Shosen Kaisha | On 9th Sept. |
| NEW YORK via SUEZ CANAL | Celtic Prince | Am. | Shewan, Tomes & Co. | Early Oct |
| SAN FRANCISCO & SEATTLE | Elkton | Am. | The Admiral Line Pacific S.S. Co. | About 6th Aug. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c | Siberia Maru | Jap. | Toyo Kisen Kaisha | On 10th Aug. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | Tenyo Maru | Jap | Toyo Kisen Kaisha | On 11th Aug. |
| SAN FRANCISCO via USUAL PORTS OF CALL | Venezuela | Am. | Pacific Mail S.S. Co. | On 11th Aug. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | Nanking | Am. | China Mail S.S. Co., Ltd. | On 19th Aug. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | Nile | Am. | China Mail S.S. Co., Ltd. | On 28th Aug. |
| SEATTLE, TACOMA, VICTORIA & VANCOUVER | Eldridge | Am. | The Admiral Line Pacific S.S. Co. | About 29th inst |
| SEATTLE, TACOMA, VICTORIA VANCOUVER &c. | West Ivan | Am. | Frank Waterhouse & Co. | About 12th Aug. |
| SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c | Toyohashi Maru | Jap. | Nippon Yusen Kaisha | On 18th Aug., at 11 A.M. |
| PORTLAND | Coaxet | Am. | The Admiral Line Pacific S.S. Co. | About 22nd Aug. |
| VANCOUVER via SHANGHAI & JAPAN, &c. | Empress of Asia | Brit. | Canadian Pacific O. S. Ltd. | On 29th inst. |
| VANCOUVER via SHANGHAI & JAPAN, &c. | Montcalm | Brit. | Canadian Pacific O. S. Ltd. | On 12th Aug. |
| VICTORIA, SEATTLE & VANCOUVER | Ixion | Brit. | Butterfield & Swire | On 16th Aug. |
| VICTORIA, VANCOUVER, SEATTLE & TACOMA | Africa Maru | Jap. | Osaka Shosen Kaisha | On 21st Aug. |
| VICTORIA, VANCOUVER, SEATTLE & TACOMA | Lahore | Brit. | P. & O.-B. I. & A. L. | About 12th Aug. |
| MARSEILLES & LONDON via STORE PANG &c. | Amazone | Fren. | Messageries Maritimes | About 17th Aug. |
| MARSEILLES via HAIPHONG, SAIGON, STORE &c. | Rhesus | Brit. | Butterfield & Swire | On 7th Sept. |
| MARSEILLES, HAVRE & LIVERPOOL | Kansagawa Maru | Jap. | Nippon Yusen Kaisha | On 10th Aug. |
| LIVERPOOL & MARSEILLES via SINGAPORE, C'BO &c. | Alcinous | Brit. | Butterfield & Swire | On 14th Aug. |
| HAVRE & LIVERPOOL | Glengyle | Brit. | Jardine, Matheson & Co., Ltd | On 2nd Aug. |
| GENOA, LONDON & ANTWERP | Bellerophon | Brit. | Butterfield & Swire | On 20th Aug. |
| GENOA, MARSEILLES, GLASGOW & LIVERPOOL | Iyo Maru | Jap. | Nippon Yusen Kaisha | On 29th inst., at Noon. |
| LONDON & ANTWERP via SINGAPORE, PENANG, &c. | Laomedon | Brit. | Butterfield & Swire | On 29th inst. |
| LONDON, AMSTERDAM & ANTWERP | Prometheus | Brit. | Butterfield & Swire | On 18th Aug. |
| LONDON & HAMBURG | Protesilaus | Brit. | Butterfield & Swire | On 31st Aug. |
| LONDON, AMSTERDAM & HAMBURG | Alps Maru | Jap. | Osaka Shosen Kaisha | On 7th Sept. |
| LONDON, ANTWERP & ROTTERDAM &c. | Kansas | Brit | The Bank Line, Ltd. | On 10th Sept. |
| LONDON | West Campgaw | Am. | The Admiral Line Pacific S.S. Co. | About 18th Aug. |
| ANTWERP & ROTTERDAM | Tobe | Brit. | Butterfield & Swire | Beginning of Sept. |
| ROTTERDAM & HAMBURG | Lindsay Moller | Brit. | Innes & Manu | About Middle of Aug. |
| MAURITIUS & DELAGOA BAY | Sism Maru | Jap. | Osaka Shosen Kaisha | Beginning of Aug. |
| BOMBAY & COLOMBO | Methven | Brit. | Canadian Pacific O. S. Ltd. | On 30th inst. |
| SINGAPORE | Pilapa | Brit. | Dodwell & Co., Ltd. | About 9th Aug. |
| SINGAPORE, PENANG, CEBU, BRINDISI VENICE, &c. | Van Waerwyck | Dut. | Java-China-Japan-Lijn | On 12th Aug. |
| SINGAPORE, PENANG & BELAWAN-DELI | Hinsang | Brit. | Jardine, Matheson & Co., Ltd. | On 7th Aug., at Noon |
| SANDAKAN | Penang Maru | Jap. | Nippon Yusen Kaisha | On 9th Aug. |
| CALCUTTA & RANGOON via SINGAPORE & PENANG | Torilla | Brit. | P. & O.-B. I. & A. L. | About 30th inst., at 1 P.M. |
| CALCUTTA via PORT SWETTENHAM & RANGOON | West Montop | Am. | Los Angeles Pacific Nav. Co. | About 3rd Aug. |
| LOS ANGELES, CALIFORNIA, U.S.A. | Victoria | Chi. | The China & Australia S.S. Co. | On 6th Aug. |
| AUSTRALIAN PORTS via MANILA | Tsiyuan | Brit. | Butterfield & Swire | On 8th Aug. |
| AUSTRALIAN PORTS | Aki Maru | Jap | Nippon Yusen Kaisha | On 18th Aug., at 11 A.M. |
| AUSTRALIAN PORTS via MANILA | Eastern | Brit. | P. & O.-B. I. & A. L. | About 18th Aug. |
| AUSTRALIAN PORTS via SANDAKAN | Penang Maru | Jap | Nippon Yusen Kaisha | On 9th Aug. |
| SOUTH AMERICAN PORTS via CAPE | Mexico Maru | Jap | Osaka Shosen Kaisha | On 13th Aug. |
| BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c. | Anyo Maru | Jap | Toyo Kisen Kaisha | On 9th Sept. |
| VALPARAISO via JAPAN, HONOLULU, SAN F'CISCO &c. | Luzon Maru | Jap. | Osaka Shosen Kaisha | On 29th inst. |
| JAPAN PORTS | Borneo Maru | Brit | Dodwell & Co., Ltd. | About 2nd Aug. |
| JAPAN | Tjileboet | Dut. | Java-China-Japan Lijn | About 11th Aug. |
| YOKOHAMA | Tango Maru | Jap. | Nippon Yusen Kaisha | On 21st Aug., at 11 A.M. |
| NAGASAKI, KOBE & YOKOHAMA | Chipehing | Brit | Jardine, Matheson & Co., Ltd. | On 1st Aug., at Daylight. |
| TIENTSIN via SWATOW, WEIHAIWEI & CHEFOO | Fastern | Brit | P. & O. B. I. & A. L. | About 29th inst. |
| SHANGHAI & KOBE | Sunning | Brit. | Butterfield & Swire | On 29th inst., at Noon. |
| SHANGHAI | Hangsang | Brit. | Jardine, Matheson & Co., Ltd. | On 30th inst., at Daylight. |
| SHANGHAI via SWATOW | Kaga Maru | Jap | Nippon Yusen Kaisha | On 30th inst., at 11 A.M. |
| SHANGHAI, KOBE & YOKOHAMA | Chenan | Brit | Butterfield & Swire | On 31st inst. at 4 P.M. |
| SHANGHAI & TSINGTAO | Tungshing | Brit. | Jardine, Matheson & Co., Ltd. | On 1st Aug. at Daylight |
| SHANGHAI | Innsbruck | Brit. | Dodwell & Co. Ltd. | About 31st inst. |
| SHANGHAI & JAPAN | Andre Lebon | Fren | Messageries Maritime | About 3rd Aug. |
| SHANGHAI, KOBE & YOKOHAMA | Tjikini | Dut. | Java-China-Japan Lijn | About 6th Aug. |
| SHANGHAI | Suiyang | Brit | Butterfield & Swire | On 3rd Aug., at 10 A.M. |
| AMOY, SHANGHAI & FUKOW | Hailoong | Brit. | Douglas Lapraik & Co. | On 29th inst., at 3 P.M. |
| SWATOW, AMOY & FOOCHOW | Liangchow | Brit. | Butterfield & Swire | On 30th inst., at Noon. |
| SWATOW & SINGAPORE | Luchow | Brit. | Butterfield & Swire | On 3rd Aug., at Noon |
| SWATOW & BANGKOK | Haihong | Brit. | Douglas Lapraik & Co. | On 3rd Aug., at 2 P.M. |
| SWATOW, AMOY & FOOCHOW | Haiching | Brit. | Douglas Lapraik & Co. | On 6th Aug., at 2 P.M. |
| SWATOW, AMOY & FOOCHOW | Lokzang | Brit. | Jardine, Matheson & Co., Ltd | On 1st Aug., at 8 A.M. |
| HAIPHONG via HOIHOW | Amakusa Maru | Jap. | Osaka Shosen Kaisha | On 1st Aug. |
| KEELUNG via SWATOW & AMOY | Soshu Maru | Jap. | Osaka Shosen Kaisha | On 29th inst. |
| TAKAO via SWATOW & AMOY | Taming | Brit. | Butterfield & Swire | On 3rd Aug., at 4 P.M |
| MANILA, CEBU & ILOILO | Yuensang | Brit. | Jardine, Matheson & Co., Ltd | On 30th inst at 3 P.M. |
| MANILA | Kanau | Brit. | Butterfield & Swire | On 29th inst., at 4 P.M. |
| CEBU | Riojun Maru | Brit. | Dowell & Co., Ltd. | About 30th inst. |
| JAVA | Haiyang | Dut. | Java-China-Japan Lijn | About 13th Aug. |
| JAVA | Unnan Maru | Jap. | Osaka Shosen Kaisha | On 1st Aug |
| SAIGON, BANGKOK & SINGAPORE | | | | |

CPOS

SAILINGS
HONGKONG to VANCOUVER
Via Shanghai, Nagasaki (Optl.) Kobe & Yokohama.

| Steamers | From Hongkong | Due Vancouver |
|---|---|---|
| † EMPRESS OF ASIA | July 29 | Aug. 16 |
| * MONTAGLE | Aug. 12 | Sept. 7 |
| EMPRESS OF RUSSIA | Aug. 26 | Sept. 13 |
| EMPRESS OF JAPAN | Sept. 14 | Oct. 5 |
| EMPRESS OF ASIA | Sept. 23 | Oct. 11 |
| EMPRESS OF RUSSIA | Oct. 21 | Nov. 8 |
| * MONTAGLE | Oct. 26 | Nov. 19 |
| EMPRESS OF JAPAN | Nov. 9 | Nov. 30 |
| EMPRESS OF ASIA | Nov. 18 | Dec. 6 |
| EMPRESS OF RUSSIA | Dec. 16 | Jan. 3 |

† Omit Kobe, call at Shimidzu.

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Tariff conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Fremost sailings from Montreal to Liverpool, London & Glasgow w.c. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 752. Cable address: CACANPAC.
CANADIAN PACIFIC OCEAN SERVICES.

FOR MAURITIUS & DELAGOA BAY.
S.S. "LINDSAY MOLLER"
SAILING
ABOUT MIDDLE OF AUGUST.
For PASSAGE & FREIGHT APPLY To—
INNES & MANU,
AGENTS,
15, WYNDHAM STREET.
1173]

NEW YORK DIRECT.
Joint Service of the
"BLUE FUNNEL" LINE
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

| | | | |
|---|---|---|---|
| * "CITY OF ORAN" | via Suez | ... | 31st July. |
| * "BIRMINGHAM CITY" | via Suez | ... | 27th Aug. |
| "NINGCHOW" | via Suez | ... | 6th Sept. |
| * "CITY OF DUNKIRK" | via Suez | ... | 20th Sept. |

* calls also at Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.
For freight and particulars apply to—
BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HEISS & CO., CANTON.
114

CHINA-AUSTRALIA MAIL S.S. LINE.
FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.
"VICTORIA" Sailing August 6th.
"HWAH PING" September 1st.
For Freight and Passage apply to—
THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
113, Connaught Road Central.
1247

N. Y. K.
NIPPON YUSEN KAISHA
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
TOYOHASHI MARU (calling Manila) ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (calling Manila) ... Monday, 16th Aug., at 11 a.m.
FUSHIMA MARU ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU (calling Manila) ... Thursday, 30th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
IYO MARU ... Thursday, 29th July, at Noon.
ATSUTA MARU ... Tuesday, 10th Aug., at Noon.
SHIDZUOKA MARU ... Friday, 20th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
KANAGAWA MARU ... Friday, 20th August.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU ... Wednesday, 18th Aug., at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.
AKITA MARU ... Thursday, 26th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon Calcutta, Durban & Cape Town.
PENANG MARU ... Monday 9th August.

BOMBAY & COLOMBO via Singapore.
TENSHIN MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.
TATSUNO MARU ... Wednesday, 28th July.
PENANG MARU ... Monday, 9th Aug.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 21st Aug., at 11 a.m.
NIKKO MARU ... Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KAGA MARU ... Friday, 30th July, at 11 a.m.
SHINGO MARU ... Saturday, 31st July.
NAGATO MARU ... Monday, 9th August.

For further information apply to— NIPPON YUSEN KAISHA.
Telephone Nos. 232 & 233. S. YASUDA, Manager.

AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

| Steamer | Arr. Hongkong from Australia | Lv. Hongkong for Australia |
|---|---|---|
| "TAIYUAN" | 3rd Aug. | 8th Aug. |

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

# AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

# ORIENTAL AFRICAN LINE.
# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

14

# "ELLERMAN" LINE.
## (ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
to
UNITED KINGDOM AND CONTINENT.

| | | |
|---|---|---|
| LONDON ... ... ... ... | "KANSAS" ... ... | 10th Sept. |
| LONDON ... ... ... ... | "SWAZI" ... ... | 20th Sept. |

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REES & Co., CANTON.

33

# C. N. C.
## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamer | To Sail |
|---|---|---|
| SHANGHAI ... ... ... ... | "SUNNING" ... ... | On 29th July, Noon. |
| CEBU ... ... ... ... | "KANSU" ... ... | On 29th July, 4 P.M. |
| SWATOW and SING. PORE ... | "LIANGCHOW" ... | On 30th July, Noon. |
| SHANGHAI & TSINGTAO ... | "CHEKIANG" ... | On 31st July, 4 P.M. |
| AMOY, SHANGHAI & PUKOW ... | "SUIYANG" ... ... | On 3rd Aug., 10 A.M. |
| SWATOW & BANGKOK ... ... | "LUCHOW" ... ... | On 3rd Aug., Noon. |
| MANILA, CEBU & ILOILO ... | "TAMING" ... ... | On 3rd Aug., 4 P.M. |

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
## SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

| | | | |
|---|---|---|---|
| "HAILOONG" ... ... ... | Capt. J. S. Thomson | THURSDAY, | 19th July, at 2 P.M. |
| "HAIHONG" ... ... | Capt. W. C. Passmore | TUESDAY, | 3rd Aug., at 2 P.M. |
| "HAICHING" ... ... ... | Capt. A. H. Stewart | FRIDAY, | 6th Aug., at 2 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

# MESSAGERIES MARITIMES.
## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| Destination | Steamer & Displacement | Sailing Dates |
|---|---|---|
| SHANGHAI, KOBE & YOKOHAMA ... ... | "ANDRE LEBON" 22,000 ... | On or about 3rd Aug |
| | "PAUL LECAT" 20,000 ... | On or about 15th Aug. |
| | "ARMAND BEHIC" 10,000 ... | On or about 4th Sept |
| MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID ... ... | "AMAZONE" ... ... 10,000 ... | On or about 17th Aug. |

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

# P. & O. - BRITISH INDIA.
# APCAR AND EASTERN &
# AUSTRALIAN LINES
(COMPANIES Incorporated In ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

### PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "LAHORE" (Cargo) | 5,200 | 12th Aug. | Marseilles, London & Antwerp |
| "KALYAN" | 9,600 | 18th Aug. | Marseilles, London & Antwerp |
| "PLASSY" | 7,400 | 26th Aug. | Marseilles, London & Antwerp |
| "KHIVA" | 9,000 | 14th Sept. | Marseilles, London & Antwerp |

### BRITISH INDIA - APCAR SAILINGS (South)

| | | | |
|---|---|---|---|
| "TORILLA" | 5,200 | 30th July 1 P.M. | Straits, Rangoon & Calcutta |

### EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "EASTERN" | 4,000 | 18th Aug. | Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne. |
| "KANOWNA" | 7,000 | 2nd Sept. | |

### SAILINGS TO SHANGHAI & JAPAN

| | | | |
|---|---|---|---|
| "TAKADA" | 7,000 | 30th July D'light | Shanghai & Kobe |
| "DUNERA" | 5,400 | 31st July. | Shanghai only. |
| "JAPAN" | 6,100 | 3rd Aug. | Shanghai & Japan. |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 3ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

### NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

# O. S. K.
## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**LONDON, ANTWERP, ROTTERDAM & HAMBURG**
—Monthly directly service via Singapore and Port Said.

| | | | |
|---|---|---|---|
| "ALPS MARU" | (Call Marseilles) ... | Tuesday, | 7th Sept. |
| "ATLAS MARU" | do ... | Saturday, | 25th Sept. |

**BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.**

| | | |
|---|---|---|
| "MEXICO MARU" | Friday, | 13th Aug. |
| "CHICAGO MARU" ... ... ... ... | Thursday, | 9th Sept. |

**BOMBAY & COLOMBO**—Regular fortnightly service via Singapore
"SIAM MARU" ... ... ... ... Beginning of Aug.

**SAIGON, BANGKOK & SINGAPORE**—Regular Monthly service
"UNNAN MARU" ... ... ... Sunday, 1st Aug

**SYDNEY & MELBOURNE**—Monthly service taking cargo to New Zealand and Pacific Island.

**VICTORIA, VANCOUVER, SEATTLE & TACOMA**
Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"AFRICA MARU" ... ... ... ... Saturday, 21st Aug.

**SAN FRANCISCO & NEW ORLEANS.**
"BORNEO MARU" ... ... ... Wednesday, 1st Sept.

**NEW YORK**—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" ... ... ... ... Thursday, 9th Sept.

**JAPAN PORTS**—Moji, Kobe, Yokkaichi & Yokohama.
"LUZON MARU" ... ... ... ... Thursday, 29th July.

**KEELUNG via SWATOW & AMOY** — These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"AMAKUSA MARU" ... ... ... ... Sunday, 1st August.

**TAKAO via SWATOW & AMOY.**
"SOSHU MARU" ... ... ... Thursday, 29th July

For sailing dates and further particulars please apply to:—

Y. YASAUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745.

21

# T. K. K.
## TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

| STEAMERS | TONS | LEAVE HONGKONG |
|---|---|---|
| SIBERIA MARU ... ... | 20,000 ... ... | ...Aug. 10th. (from Yokohama). |
| TENYO MARU ... ... | 22,000 ... ... | ...Aug. 11th. |
| SHINYO MARU ... ... | 22,000 ... ... | ...Sept. 6th. |
| PERSIA MARU ... ... | 9,000 ... ... | ...Sept. 17th. |
| KOREA MARU ... ... | 20,000 ... ... | ...Sept. 30th. |

## SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| STEAMERS | TONS | LEAVE HONGKONG. |
|---|---|---|
| ANYO MARU ... ... | 18,500 ... ... ... ... | Sept. 9th. |
| SEIYO MARU ... ... | 14,000 ... ... ... ... | Nov. 9th. |

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITHS, LTD. [35

# THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers

**For SEATTLE, TACOMA, VICTORIA, VANCOUVER**
(Calling at Shanghai and Kobe).

| | |
|---|---|
| "ELDRIDGE" ... ... | About July 29th. |
| "CITY OF SPOKANE" ... ... | About Aug., 19th. |

**For PORTLAND direct.**
(Calling at Shanghai and Kobe).

| | |
|---|---|
| "COAXET" ... ... ... | About Aug. 22nd |

**For SAN FRANCISCO and SEATTLE.**

| | |
|---|---|
| "ELKTON" ... ... ... ... | About Aug. 6th. |

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

## THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

# THE BARBER S.S. LINES, INC.
## THE ADMIRAL LINE.

Freight Service to Europe

Regular Service to
ANTWERP and ROTTERDAM.

***S.S. "WEST CAMPAW"*** ... about Aug. 15th.
***S.S. "EASTERLING"*** ... ... ... about Sept. 15th.

For Freight Space and Particulars apply to—

THE ADMIRAL LINE

Telephones. AGENTS. 5th Floor.
2477 & 2478 Hotel Mansions

1113

## SERVICE to UNITED STATES
NEW YORK and/or BOSTON
via Panama

***S.S. "SAUCON"*** ... ... ... about 15th Aug.
***S.S. "CAPE MAY"*** ... ... about 15th Sept.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.,

## THE ADMIRAL LINE

TELEPHONES 2477 & 2478 AGENTS 6TH FLOOR HOTEL MANSIONS.

3108

## POST OFFICE NOTICE.

### INWARD MAILS.

| From | Per | Due |
|---|---|---|
| Japan ... ... ... ... | *Tarifa* | 29th July. |
| Straits ... ... ... ... | *Kaga Maru* ... | 2nd July. |
| Shanghai ... ... ... ... | *Saigoni* | 30th July. |
| Straits and Calcutta ... ... ... | *Shinyo Maru* ... | 3rd July |
| Straits ... ... ... ... | *Dumera* | 31st July. |
| Manila ... ... ... ... | *Tenyo Maru* ... | 4th Aug. |

### OUTWARD MAILS.

| For | Per | Date |
|---|---|---|
| *Swatow *Amoy and Formosa via Takoo | *Soshu Maru* ... | Thursday, 29th, 8.00 A M |
| *Swatow ... ... ... ... | *Drefar* | Thursday, 29th, 9.00 A M |
| *Straits, *Bangkok, Calcutta and Aden ... | *Caddopeak* ... | Thursday, 29th, 9.00 A M |
| *Shanghai and *North China ... ... | *Sanuing* ... | Thursday, 29th, 10.00 A M |
| *Japan via Nagasaki and *San Francisco | *Ionkam* ... | Thursday, 29th, 10.00 A M |
| Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marquis, India via Dhanushkodi. Egypt and *EUROPE via MARSEILLES ... ... ... | *Ivo Maru* ... | Registration 9.15 A M<br>Letters ... 10.00 A M |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and Europe via VANCOUVER, B.C. | *Empress of Asia* | Thursday, 29th,<br>Registration 9.45 A M<br>Letters ...10.30 A M |
| Swatow, Amoy and Foochow ... ... ... | *Hai Loong* ... | Thursday, 29th, 1.00 P M |
| Haiphong ... ... ... ... | *Mo Hon* | Thursday, 29th, 5.00 P M |
| Shanghai, N. China and Japan, via Kobe ... | *Kaga Maru* ... | Friday, 30th, 0.00 A M |
| Philippine Islands ... ... ... | *Lacmedon* ... | Friday, 30th, 11.00 A M |
| Swatow and *Straits ... ... ... ... | *Hangchow* ... | Friday, 30th, 11.00 A M |
| Straits and Bangkok ... ... ... | *Methven* ... | Friday, 30th, 11.00 A M |
| Java and Port Moresby via Batavia... ... | *Riojun Maru* ... | Friday, 30th, 1.00 P M |
| Philippine Islands ... ... ... | *Yverdon* ... | Friday, 30th, 2.00 P M |
| Shanghai and North China ... ... ... | *Chenan* ... | Saturday, 31st, 3.00 P M |

Correspondence bearing vessel's name only.


# THE BLUE FUNNEL LINE.

## REGULAR AND FAST SERVICES.

### LONDON SERVICE
(DIRECT).

| | | |
|---|---|---|
| "LAOMEDON" | 29TH JULY | London, Amsterdam & Antwerp. |
| "PROMETHEUS" | 17TH AUG. | London & Hamburg |
| "OANFA" | 17TH AUG. | London, Amsterdam & Antwerp. |
| "PROTESILAUS" | 31ST AUG. | London, Amsterdam & Hamburg. |
| "ACHILLES" | 9TH SEPT. | London, Amsterdam & Antwerp. |

### LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

| | | |
|---|---|---|
| "ALCINOUS" | 14TH AUG. | Havre & Liverpool. |
| "BELLEROPHON" | 20TH AUG. | Genoa, Ms'lles, L'pool & Glasgow. |
| "RHESUS" | 7TH SEPT. | Marseilles, Havre & Liverpool. |
| "CYCLOPS" | 11TH SEPT. | Genoa, Ms'lles, L'pool & Glasgow. |

### PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

| | | |
|---|---|---|
| "IXION" | 16TH AUG. | Victoria, Seattle & Vancouver. |
| "TALTHYBIUS" | 30TH AUG. | |
| "TYNDAREUS" | 6TH OCT. | |

### NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

See separate Joint advertisement.

FOR FREIGHT AND FURTHER INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1241

# FOR BOSTON & OR NEW YORK

## PRINCE LINE FAR EAST SERVICE.

| | | |
|---|---|---|
| | FOR NEW YORK | |
| "CELTIC PRINCE" ... | via SUEZ CANAL ... ... | Early October. |

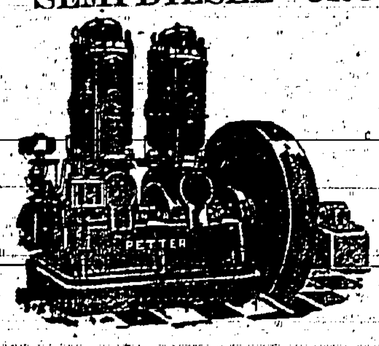
Steamers proceed via Sue Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,
Agents.

1111

# VICKERS-PETTER
## SEMI-DIESEL CRUDE OIL ENGINES




SIMPLICITY—
RELIABILITY—
ECONOMY

A STANDARD SERIES.

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE 10 TO 450 B.H.P.

For further particulars apply to—

WM. C JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[20


## COMMERCIAL.

### OPENING QUOTATIONS.

July 28th.

| | |
|---|---|
| ON LONDON.— | |
| Telegraphic Transfer | 3/11 |
| Bank Bills, on demand | 3/11½ |
| Bank Bills, at 3 days sight | 3/11⅝ |
| Bank Bills, at 4 months' sight | 3/11⅞ |
| Credits, at 4 months sight | 4/11 |
| Documentary Bills 4 months' sight | 4/11 |
| ON PARIS. | |
| Bank Bills, on demand | — |
| Credits, 4 months' sight | 1040 |
| ON NEW YORK.— | |
| Bank bills on demand | nom. |
| Credits, at 60 days sight | 76⅝ |
| ON BOMBAY.— | |
| Telegraphic Transfer | nom. |
| Bank bills, on demand | nom. |
| ON CALCUTTA.— | |
| Telegraphic Transfer | nom |
| Bank Bills, on demand | nom. |
| ON SHANGHAI.— | |
| Bank bills, at sight | nom |
| Private, 30 days' sight | nom. |
| ON YOKOHAMA.—On demand | 146 |
| ON MANILA.—On demand—Pesos | 183 |
| ON SINGAPORE.—On demand | 183 |
| ON BATAVIA.—On demand | 200 |
| ON HAIPHONG.—On demand | nom. |
| ON SAIGON.—On demand | nom. |
| ON BANGKOK.—On demand | 53½ |
| SOVEREIGNS, Bank's Buying rate | $ 5.00 n. |
| GOLD LEAF, 100 fine, per tael | $35.5 |
| BAR SILVER per oz | 55½d |

SUBSIDIARY COINS.

| | Per cent. | |
|---|---|---|
| Hongkong...20 cents piece | $0.00 | Discount. |
| Hongkong...10 " | 0.14 | " |
| Canton ...20 " | 9.13 | " |
| Canton ...10 " | 0.00 | Premium |

## BANKS

### HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB.
Chief Manager.

Hongkong, November 2nd, 1919. 9

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

| | |
|---|---|
| Paid-up Capital ... ... ... | £2,000,000 |
| Reserve Fund ... ... ... | £3,000,000 |
| Reserve Liability of Proprietors ... | £2,000,000 |

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [35

### THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

| | |
|---|---|
| Capital Subscribed ... ... | Yen 60,000,000 |
| Capital (Paid-up) ... ... | " 37,500,000 |
| Reserve Funds ... ... ... | " 7,030,000 |

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Kareuko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Vœux Road, Central,
Hongkong, November 1st, 1919. [43

### THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 2.

| | |
|---|---|
| Authorised Capital ... | £3,000,000 |
| Subscribed Capital ... | £1,800,000 |
| Paid-up Capital ... ... | £1,050,000 |
| Reserve Fund ... ... | £1,050,000 |

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

| | | | |
|---|---|---|---|
| Bombay | Hongkong | Kuala Lumpur | Rangoon |
| Calcutta | Howrah | Madras | Shanghai |
| Colombo | Kandy | New York | Singapore |
| Delhi | Karachi | Penang | |
| Galle | Kota Bhara | Port Louis (Mauritius). | |

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong June 30th, 1920 [44

### HONGKONG AND SHANGHAI BANKING CORPORATION.

| | |
|---|---|
| Paid-up Capital ... ... | $15,000,000 |
| Reserve Funds:— | |
| Sterling ... ... | £1,500,000 |
| Silver ... ... | $23,000,000 |
| Reserve Liability of Proprietors | $15,000,000 |

Court of Directors.

Hon. Mr. E. V. D. PARR.—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.

| | |
|---|---|
| G. M. Dodwell, Esq. | Hon. Mr. J. Johnston |
| G. T. M. Edkins, Esq. | A. O. Lang, Esq. |
| A. S. Gubbay, Esq. | W. L. Pattenden, Esq. |
| Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq. |

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager

Hongkong, May 18th, 1920. 8

### BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

| | |
|---|---|
| Capital ... ... | Frs. 48,000,000 |
| Reserves ... ... | Frs. 50,000,000 |

BRANCHES AND AGENCIES.

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Mongtze | Shanghai |
| Canton | Noumea | Singapore |
| Djibouti | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Pnom-Penh | Vladivostock |
| Hanoi | Pondichery | |

BANKERS,

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de-Paye-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, December 1st, 1919. [78

### THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

| | |
|---|---|
| Paid-up Capital ... ... | $2,000,000.00 |
| Reserve Fund ... ... | 200,000.00 |

Directors:
Mr. PONG WAI TING, Chairman.

| | |
|---|---|
| Mr. Chow Shou Son, | Mr. Kan Ying Po, |
| Mr. Li Koon Chun, | Mr. Mok ChingKong, |
| Mr. Fung Ping Shan, | Mr. Wong Yun Tong, |
| Mr. P. K. Kwok, | Mr. Chan Ching Shek, |
| Mr. Ng Chang Luk. | |

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.

Hongkong February 12th, 1920. [100

### BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

| | |
|---|---|
| AUTHORIZED CAPITAL ... | F. 250,000,000 |
| SUBSCRIBED CAPITAL ... | F. 150,000,000 |
| PAID UP ... ... ... | F. 75,000,000 |
| SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... ... | F. 50,000,000 |

| | |
|---|---|
| Chairman of the Board of Directors ... | André Berthelot |
| General Manager ... | A. J. Pernotte |

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

| | | |
|---|---|---|
| Lyon | Hongkong | Yunnanfu |
| Marseilles | Hanoi | Vladivostock |
| Peking | Singapore | Foochow |
| Shanghai | Canton | Swatow |
| Tientsin | Saigon | Yokohama |
| Hankow | Haiphong | Moukden |
| New York | London | Antwerp |

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

Hongkong, April 28th, 1920.


# CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE STEAMSHIP

## "METHVEN"

WILL BE DESPATCHED ON OR ABOUT THE

30TH JULY,

FOR SINGAPORE

TAKING CARGO AT CURRENT RATES OF FREIGHT.

For space and further particulars, apply to:—

P. A. COX,
Acting General Agent,
C.P.O.S. LTD.

1179

# KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

## "VAN WAERWYCK"

will be despatched 13th August

TO SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,
Agents.

Telephone No. 1572

# WATERHOUSE LINE.

## TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE—TACOMA—VICTORIA—VANCOUVER

via Kobe and Yokohama,

"WEST IVAN" ... ... ... 13th August.
"DELIGHT" ... ... ... ... 25th August.

Further sailings to be announced later. Through Bills of Ladings issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,
370 3rd Floor, Hotel Mansions, Telephone 3507.

# ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital $4,000,000. Surplus $1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

| | | | |
|---|---|---|---|
| SHANGHAI | TIENTSIN | MANILA | PEKING |
| HANKOW | CANTON | CHANGSHA | |

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

D. M. BIGGAR,
1131] Hongkong Manager.

# THE BANK OF CHINA
中國銀行

(Specially authorized by Residential Mandate of the Republic of China on the 22nd of November, 1917.

| | |
|---|---|
| Authorized Capital ... | $60,000,000.00 |
| Paid-up Capital ... | 12,278,800.00 |
| Reserve Funds ... | 3,197,400.00 |

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE YEI,
Manager.

Hongkong, February 9th, 1920. 84

# THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central.

Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 99


### ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*. July to December, 1919.

With INDEX, Price $7.50.

On sale at the HONGKONG DAILY PRESS Office.

Printed and Published by BERTRAM AUGUSTUS HALE, for THE HONGKONG DAILY PRESS, LTD., at 10A, Des Vœux Road Central Victoria, Hongkong; London Office: 131, Fleet Street, E.C.